



HILLINGDON  
LONDON



# Central & South Planning Committee

## Councillors on the Committee

John Hensley (Chairman)  
Judith Cooper (Vice-Chairman)  
Wayne Bridges  
Janet Duncan  
Neil Fyfe  
Dominic Gilham  
Mo Khursheed  
Brian Stead

**Date:** THURSDAY, 29  
NOVEMBER 2012

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 5 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE UB8  
1UW

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

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reports can be made available  
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# Useful information

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short walk away. Limited parking is available at the Civic Centre. For details on availability and how to book a parking space, please contact Democratic Services

Please enter from the Council's main reception where you will be directed to the Committee Room. An Induction Loop System is available for use in the various meeting rooms. Please contact us for further information.

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## A useful guide for those attending Planning Committee meetings

### Security and Safety information

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### Petitions and Councillors

**Petitions** - Petitions - When a petition of 20 signatures or more of residents that live, work or study in the borough is received they can speak at a Planning Committee in support of or against an application for up to 5 minutes. Where multiple petitions are received against (or in support of) the same planning application, the Chairman of the Planning Committee has the discretion to amend speaking rights so that there is not a duplication of presentations to the meeting. In such circumstances, it will not be an automatic right that each representative of a petition will get 5 minutes to speak. However, the Chairman may agree a maximum of 10 minutes if one representative is selected to speak on behalf of multiple petitions.

Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

If an application with a petition is deferred and a petitioner has addressed the meeting a new valid petition will be required to enable a representative to speak at a subsequent meeting on this item.

**Ward Councillors** - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

**Committee Members** - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

### How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application. Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

## Agenda

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### Chairman's Announcements

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the meetings held on 25 September and 9 October 2012
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and that the items marked Part 2 will be considered in private

### Reports - Part 1 - Members, Public and the Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. Reports are split into 'major' and 'minor' applications. The name of the local ward area is also given in addition to the address of the premises or land concerned.

### Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	The Old Vinyl Factory Site, Blyth Road, Hayes - 59872/APP/2012/1838	Botwell	Outline planning application for a mixed use development of the Old Vinyl Factory site, including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.	17 - 88

			<p><b>RECOMMENDATION</b></p> <p><b>1. That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008).</b></p> <p><b>2. That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning &amp; Enforcement to grant planning permission, subject to any relevant amendments requested by the Government Office for London or the Greater London Authority.</b></p>	
7	The Old Vinyl Factory Site, Blyth Road, Hayes - 59872/APP/2012/1839	Botwell	<p>Erection of roof top extension comprising 2,914 sqm GEA of B1 office floorspace above the existing Cabinet Building (in form of three cabinets with interlinking canopies), a new 155 sqm GEA entrance canopy at ground level and new 150 sqm GEA external escape staircase (total maximum combined area of 3,219 sqm GEA)</p> <p><b>RECOMMENDATION</b></p> <p><b>APPROVAL</b></p>	89 - 106
8	The Old Vinyl Factory Site, Blyth Road, Hayes - 59872/APP/2012/1840	Botwell	<p>Demolition and partial demolition of up to and including 12,448sqm of buildings within the Old Vinyl Factory site. (Application for Conservation Area Consent)</p> <p><b>RECOMMENDATION</b></p> <p><b>APPROVAL</b></p>	107 - 116

9	Uxbridge High School, The Greenway, Uxbridge - 6528/APP/2012/1932	Brunel	Erection of an indoor sports facility, 3m acoustic fence and associated works.  <b>RECOMMENDATION</b>  <b>That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990.</b>	117 - 158
10	HPH 4, Millington Road, Hayes - 40652/APP/2012/2030	Pinkwell	Erection of a four storey building to provide 6,966sq.m of Class B1(a) Office floorspace, provision of 72 associated car parking spaces at basement level, associated landscaping and ancillary works.  <b>RECOMMENDATION</b>  <b>That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008).</b>	159 - 196
11	HPH 5, Millington Road, Hayes - 45753/APP/2012/2029	Pinkwell	Erection of five storey building to provide 13,880sq.m of Class B1(a) Office floorspace, provision of car parking spaces at surface and basement level, associated landscaping and ancillary works.  <b>RECOMMENDATION</b>  <b>That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008).</b>	197 - 234
12	Norwich Union House, 1 - 3 Bakers Road, Uxbridge - 8218/APP/2011/1853	Uxbridge North	Redevelopment of Norwich Union House to erect a 9 storey building comprising retail floorspace at ground floor level and 8 storeys of residential units (37 units) with associated gym, access and parking arrangements.  <b>RECOMMENDATION</b>	235 - 264

			<p><b>That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation.</b></p>	
13	<p>Heritage Primary School. Belmont Road, Uxbridge - 3345/APP/2012/2036</p>	<p>Uxbridge North</p>	<p>Demolition of school and former caretaker's house to allow for the comprehensive redevelopment of the site to provide a new school, Multi Use Games Area (MUGA), car parking, landscaping and associated development.</p> <p><b>RECOMMENDATION</b></p> <p><b>That subject to receipt of no objections being received from Sport England, delegated powers are given to the Head of Planning, Sport and Green Spaces to grant planning permission subject to the conditions of the report and any additional conditions recommended by Sports England.</b></p>	<p>265 - 300</p>

## **PART II - MEMBERS ONLY**

The reports listed below are not made public because they contain confidential or exempt information under paragraph 6 of Part 1 of Schedule 12 A to the Local Government (Access to Information) Act 1985 as amended.

14 Enforcement Report

15 Enforcement Report

16 Enforcement Report

17 Enforcement Report

**Any Items transferred from Part 1**

**Any Other Business in Part 2**

**Plans for Central and South Planning Committee**

## Minutes

### CENTRAL & SOUTH PLANNING COMMITTEE

25 September 2012



Meeting held at Committee Room 5 - Civic Centre,  
High Street, Uxbridge UB8 1UW

	<p><b>Committee Members Present:</b>          Cllr John Hensley          Cllr Patricia Jackson          Cllr Wayne Bridges          Cllr Dave Allam          Cllr Neil Fyfe          Cllr Dominic Gilham          Cllr Jazz Dhillon          Cllr Brian Stead</p> <p><b>LBH Officers Present:</b>          James Rodger – Head of Planning          Adrien Waite – Major Applications Manager          Syed Shah – Principal Highway Engineer          Anne Gerzon – Legal Advisor          Charles Francis – Democratic Services</p> <p><b>Also Present:</b>          Cllr David Yarrow</p>	
118.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Cllr Judith Cooper substitute Cllr Patricia Jackson          Cllr Janet Duncan substitute Cllr Jazz Dhillon          Cllr Mo Khursheed substitute Cllr Dave Allam</p>	
119.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Cllr Brian Stead declared a non-pecuniary interest in Item 7 as this item was in his ward. Cllr Stead remained in the room and participated in the item.          Cllrs Wayne Bridges and Patricia Jackson a declared non-pecuniary interest in Item 15 as the application site was in their ward. Both Councillors left the committee room and did not participate in the item.</p>	
120.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 3</i>)</p> <p>At the beginning of the meeting, the Chairman announced that Item 12 – RAF Uxbridge, Hillingdon Road, Uxbridge - 585/APP/2009/2752 and Item 15 Enforcement report contained in Agenda B were urgent items.</p>	
121.	<p><b>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE</b> (<i>Agenda</i></p>	

	<p><i>Item 4)</i></p> <p><i>All items were considered in Public with the exception of Items 12, 13 and 15 which were considered in Private.</i></p>	
122.	<p><b>FORMER NATIONAL AIR TRAFFIC SERVICES, PORTERS WAY, WEST DRAYTON - 5107/APP/2012/1591</b> (<i>Agenda Item 5</i>)</p> <p>Officers introduced the report which concerned the following:</p> <p>Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 2, sixth application (32 residential units and open space) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010: Proposed mixed-use redevelopment comprising: 773 dwellings; Class D1 Primary Healthcare facility including room for joint community use; Class C2 Nursing Home (up to 3630sqm gea); Classes A1-A3 Shop units to complement Mulberry Parade (up to 185sqm gea, depending on size of Primary Healthcare facility); Class B1 Business units including site management office (up to 185sqm gea); Energy Centre (up to 220sqm gea) with combined heat and power unit; foul water pumping station; associated access roads from Porters Way (and excluding all access including pedestrian and bicycle access from Rutters Close); 1085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works.</p> <p>In discussing the application Members commented on the height of the proposed balconies and asked officers to provide further clarification about its effectiveness. In response, officers confirmed that the balconies would be 1.4 metres high and its specific role was to provide obscure storage rather than fulfil a privacy role.</p> <p>In relation to the Spring Green amenity space, Members noted that the proposal did not include secure railings around the entire perimeter of the site and concerns were raised about the dog fouling and the likely health implications this might have especially around children's play areas. Officers explained that while the inclusion of railings would have been preferable, their absence was not considered to be sufficiently material to warrant a refusal.</p> <p>It was moved, seconded and on being put to the vote agreed that the application be approved as per the officers report and correction in the addendum.</p> <p><b>Resolved -</b></p> <p><b>That the application be Approved as per officer recommendation, the changes set out in the addendum and the following amendment:</b></p> <p><b>Change reference to '34 car parking spaces' to '54 car parking spaces' within the additional informative on the addendum.</b></p>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>



123.	<p><b>RAF UXBRIDGE, HILLINGDON ROAD, UXBRIDGE - 585/APP/2012/1662</b> (<i>Agenda Item 6</i>)</p> <p>The Committee discussed the application which sought to discharge Condition 43 (Car Park Management Plan) and Condition 48 (Traffic Barrier to Vine Lane) from planning permission reference 585/APP/2009/2752 dated 18 January 2012 for the redevelopment of RAF Uxbridge. In discussing the application, officers brought the Committee's attention to the following four additional in formatives set out in the addendum:</p> <ol style="list-style-type: none"> <li>1. You are advised that in accordance with the details hereby approved access to the fobs for the access barrier shall be strictly controlled by the site manager, with each dwelling within the crescent, curtilage and 4 dwellings in the woods being able to apply for 2 cards. The site manager must also be responsible for the provision of access fobs to the Council's Refuse team and as required by the emergency services.</li> <li>2. You are advised that the Council may be supportive of proposals for the provision yellow lines on St Andrews Road on either side of the Access Barrier. However, any such request would need to be dealt with by the Council's Highways Team.</li> <li>3. You are advised that the traffic barrier must be erected in accordance with the timescales stated by the Local Planning Authority within Condition 48 of application reference 585/APP/2009/2752. You are reminded that this condition was imposed to prevent 'rat running' through the site and therefore, the barrier must be in place in a timely manner to prevent unauthorised through traffic.</li> <li>4. You are advised that this discharge of condition in no way indicates any kind of approval of additional access points into the site.</li> </ol> <p>In discussing the application, it was noted that the outline consent allowed for the creation of a new school in the location of the existing athletics track and stadia to the north west of Hillingdon House. Officers explained that the proposed school would be assessed from an improved junction with the highway of St Andrews Road, with this road connecting to the improved Park Road / Chippendale Way roundabout to the west and Vine Lane to the southeast.</p> <p>Members noted that a condition was imposed on the outline consent to ensure there was a barrier in place to prevent traffic cutting through the site to/from Vine Lane. Members asked officers to provide further details about the location of the barrier and in response, were informed that the position of the barrier had been chosen after an extensive consultation and officers were confident that a sufficient number of warning signs had been erected to provide prior notice of the barrier.</p> <p>It was moved, seconded and on being out to the vote agreed that Delegated Authority granted to the Head of Planning, Sport and Green</p>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>
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	<p>Spaces to approve the application subject to details of additional signage being secured and agreed with the Chair and Labour Lead (Cllr Allam).</p> <p><b>Resolved –</b></p> <p><b>Delegated Authority granted to the Head of Planning, Sport and Green Spaces to approve the application subject to details of additional signage being secured and agreed with the Chair and Labour Lead (Cllr Allam).</b></p>	
124.	<p><b>121 MOORFIELD ROAD, UXBRIDGE - 11498/APP/2012/953</b> <i>(Agenda Item 7)</i></p> <p>Officers introduced the report and drew the Committee’s attention to the changes set out in the Addendum.</p> <p>In discussing the application, Officers confirmed that detailed CCTV diagrams had been provided by the applicant and that the Metropolitan Police were content with these details.</p> <p>In relation to fume extraction, the Committee heard that the Environmental Protection Unit had reviewed the proposals and agreed that this was a high quality system which would meet the planning requirements.</p> <p>It was noted that the report contained a difference of opinion between the Metropolitan Police Crime Prevention Officer and the Safer Neighbourhoods Team regarding the relationship between fast food outlets and the prevalence of anti-social behaviour. However, the Head of Planning confirmed that the views of the Crime Prevention Officer would hold greater weight should there be any future appeal.</p> <p>Members discussed the hours of operation outlined in the report and a number of amendments to the hours of operation were suggested. On being put to the vote there were six votes in favour and one abstention to the officer recommendation for approval.</p> <p><b>Resolved –</b></p> <p><b>That the application be approved as set in the officer report and addendum and the following amendment:</b></p> <p><b>Condition 4 amended to read:</b></p> <p><b>The premises shall only be used for the preparation and sale of food and drink between the hours of 08:00 and 22:00 Mondays to Saturdays, and 10:00 to 20:00 on Sundays, Public and Bank Holidays. In addition the premises may be used for clearing up with only staff on the premises between the hours of 22:00 and 22:30 Mondays to Saturdays, and 20:00 to 20:30 on Sundays, Public and Bank Holidays. There shall be no staff allowed on the premises outside these hours.</b></p>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>

	<p><b>REASON</b>  <b>To safeguard the amenity of the occupiers and nearby properties, in accordance with Policies OE1 and OE3 of the Hillingdon Unitary Development Plan (Saved Policies September 2007)</b></p>	
125.	<p><b>17 MAYLANDS DRIVE, UXBRIDGE - 65665/APP/2012/1543</b> (<i>Agenda Item 8</i>)</p> <p><b>Part two storey, part single storey side and rear extensions, front porch and conversion of roof space to habitable use to include 4 x side roof lights (Resubmission</b></p> <p>Officers introduced the report and drew the Committee’s attention to the changes set out in the Addendum.</p> <p>In accordance with the Council’s constitution, a representative of the petition received in objection to the application was invited to address the meeting.</p> <p>The petitioner made the following points:</p> <ul style="list-style-type: none"> <li>• All properties had garages to the rear which had ensured there was a pleasing layout to the street scene.</li> <li>• A side extension would ruin the appearance and layout of the street scene.</li> <li>• The proposed development would not harmonise with an area of special local character.</li> <li>• There would be a 1 metre height difference in the height between the proposal and surrounding properties.</li> <li>• The proposed development would be intrusive</li> </ul> <p>The agent made the following points:</p> <ul style="list-style-type: none"> <li>• In relation to the 1 meter height differential, it noted that this was permissible under permitted development</li> <li>• The proposal had been considerably reduced in size from a previous application</li> <li>• The agent had tried to liaise with local residents in an attempt to reach a compromise.</li> <li>• Local residents had raised concerns that the proposal would be used as a Home of Multiple Occupation. However, these fears were unfounded.</li> <li>• The homes located close by to the proposal were not a uniform design and the homes were of mixed design</li> <li>• The applicant’ property was different as it was located on a hillside.</li> </ul> <p>A ward Councillor attended the meeting and made the following points:</p> <ul style="list-style-type: none"> <li>• The ward Councillor had visited the application site and stated that in his opinion, the proposed development would result in a loss of light to number 15.</li> <li>• The Ward Councillor requested that the item be deferred for a site visit and for the impact of the proposal on numbers 15 and 19 to be determined</li> </ul>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>

	<ul style="list-style-type: none"> <li>• The ward Councillor supported the concerns raised by the petitioners.</li> </ul> <p>In response to Member’s questions about overshadowing and whether a shadow diagram had been produced, officers confirmed that a diagram had not been produced but that the application had been assessed in accordance with the Council’s guidance. In relation to the proposal harmonising in an area of special local character, Officers referred to the comments of the Urban Design and Conservation officer which mainly related to the size and design of the front porch. In discussing the application, the Committee agreed that the proposal should be deferred for a site visit and that officers be requested to produce a shadow diagram to assist their deliberations.</p> <p>The recommendation for approval was overturned and on being put to the vote it was agreed by 5 votes in favour, with 2 abstentions to defer the item for a site visit and for shadow diagrams o be produced.</p> <p><b>Resolved –</b></p> <p><b>That the application be deferred for a site visit and for a shadow diagram to be produced.</b></p>	
126.	<p><b>103 PARK ROAD, UXBRIDGE - 32648/APP/2012/1609</b> (<i>Agenda Item 9</i>)</p> <p>Officers introduced the report and drew the Committee’s attention to the changes set out in the Addendum.</p> <p>In accordance with the Council’s constitution, a representative of the petition received in objection to the application was invited to address the meeting.</p> <p>The petitioner made the following points:</p> <ul style="list-style-type: none"> <li>• A change of use from a sandwich bar to a take away was granted in 2011.</li> <li>• The take away did not complement or improve the character of the area</li> <li>• The take away was located in a residential area and already caused disturbance from car door slamming, vehicular movements and any extension to the hours of operation would exacerbate these issues</li> <li>• The already was insufficient parking in the area, and any extension would increase the amount of displaced parking</li> <li>• Residents were already affected by cooking smells and this would only worsen if an extension to operating hours was approved</li> <li>• An argument that if the additional hours were not granted, this would affect the profitability of the business were not planning grounds</li> <li>• Littering was an issue which would worsen if additional hours were granted</li> </ul>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>

	<p>The agent made the following points:</p> <ul style="list-style-type: none"> <li>• The business had been closed for 3 months and was a seasonal business</li> <li>• If pollution and cooking smells were an issue then the application would not have been granted in the first place</li> <li>• The agent was not aware of any reports of anti-social behaviour locally</li> <li>• The shop owner had a good relationship with the local Neighbourhood Watch scheme</li> <li>• There were no parking spaces associated with the business and this was reliant on passing trade</li> <li>• The applicant had taken advice from the Local Authority about monitoring the local environment and had followed the suggestions provided</li> </ul> <p>In discussing the application, the agent confirmed that the business was predominantly reliant on trade from a local college. Officers confirmed that the application for an extension to the opening hours could not be supported unless the flues were changed to mitigate the impact caused by cooking smells. The Committee agreed that the usage of the take away had to be sensitive to local residents and proper CCTV and extraction facilities were required. Based on the proposals set out in the officer report and the reasons highlighted by the petitioner and the agent the Committee agreed that the application should be refused.</p> <p>It was moved, seconded and on being put to the vote that the officer recommendation of refusal be agreed.</p> <p><b>Resolved –</b></p> <p><b>That the application be Refused as per the officers' recommendation and addendum and the following amendment to the addendum:</b></p> <p><b>Replace word 'consideration' with 'considering' in the additional informative.</b></p>	
127.	<p><b>LAND ADJACENT TO THE NORTHERN PART OF THE FORMER CAPE BOARDS SITE, IVER LANE, COWLEY - 68381/APP/2012/449</b> <i>(Agenda Item 10)</i></p> <p>Officers introduced the report which concerned a change of use of land to Class B8 (storage and distribution) to allow the open temporary storage of cars.</p> <p>The Committee asked for further clarification to be provided about the whether or not the site was located in a flood zone. Officers confirmed that according to the Council's GIS system, the site was in a flood zone but that this differed from the views of the Environment Agency.</p> <p>In discussing the application, the Committee noted that the report had</p>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>

	<p>omitted specific operational details of what the site would be used for and also what arrangements were in place should there be localised flooding. The Committee requested that two additional informatives be added to the refusal reasons cited in the officer report. It was moved, seconded and on being put to the voter that the application be refused for the reasons set out in the officer report, addendum and the addition of two further informatives.</p> <p><b>Resolved –</b></p> <p><b>That the application be Refused as set out in the report and addendum and the following additional informatives:</b></p> <p><b>'The Council would expect any resubmission to be accompanied by details relating to operational detail of the site including the source of vehicles to be stored at the site, the intended length of time for their storage at the site and in respect of highways and transportation matters.'</b></p> <p><b>'The Council would expect any resubmission to be accompanied by a Flood Evacuation Plan, and would encourage the applicant to discuss the details of such a plan with the Council's Floods and Drainage Specialist and the Environment Agency prior to making any such submission.'</b></p>	
128.	<p><b>62 THE GREENWAY, UXBRIDGE -20576/APP/2012/673</b> (<i>Agenda Item 11</i>)</p> <p>Officers introduced the report which concerned a change of use from unauthorised Use Class C3 (self contained flats) to Use Class C1 (Hotels) for use as bed and breakfast accommodation (Part Retrospective).</p> <p>It was moved, seconded and on being put to the vote agreed that the application be refused for the reasons set out in the officer report.</p> <p><b>Resolved –</b></p> <p><b>That the application be refused for the reasons set out in the report.</b></p>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>
129.	<p><b>RAF UXBRIDGE, HILLINGDON ROAD, UXBRIDGE, 585/APP/2009/2752</b> (<i>Agenda Item 12</i>)</p> <p>Officers introduced the report which concerned a Deed of Variation to be made to the original S.106 legal agreement, altering the phasing and timing of delivery of the planning obligations, specifically:</p> <p>ai) Alter phasing to allow the Primary School and dwellings to the</p>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>

	<p>northeast of the site to be brought forward from Phase 4 to Phase 1;</p> <p>ii) Require the off site highway works to the Chippendale Way Roundabout and the new road linking this to the school to be completed prior to the school opening;</p> <p>iii) Alter the timing for the developer to pay the first instalment of the Education contribution;</p> <p>iv) Alter the planning obligation relating to tree protection to allow the developer to discharge the arboricultural survey on a phase by phase basis.</p> <p>b) That officers be authorised to negotiate and agree the detailed terms of the agreement.</p> <p>c) That the owner meets the Council’s reasonable costs in the preparation of the Deed of Variation and any abortive work as a result of the agreement not being completed.</p> <p>It was moved, seconded and on being put to the vote agreed that the officer recommendation be approved.</p> <p><b>Resolved –</b></p> <p><b>That the application be Approved in accordance with the officer report</b></p>	
130.	<p><b>ENFORCEMENT REPORT</b> (<i>Agenda Item 13</i>)</p> <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p> <p>The recommendation set out in the officer’s report was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved –</b></p> <p><b>1. That the enforcement actions as recommended in the officer’s report be agreed.</b></p> <p><b>2. That the Committee resolve to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned.</b></p> <p><i>The report relating to this decision is not available to the public because it contains information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of</i></p>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>

	<i>which requirements are imposed on a person; and (b) to make an order or direction under any enactment and the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraph 6 of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i>	
131.	<p><b>ENFORCEMENT REPORT</b> (Agenda Item 14)</p> <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p> <p>The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved –</b></p> <p><b>1. That the enforcement actions as recommended in the officer's report be agreed.</b></p> <p><b>2. That the Committee resolve to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned.</b></p> <p><i>The report relating to this decision is not available to the public because it contains information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; and (b) to make an order or direction under any enactment and the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraph 6 of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>
132.	<p><b>ENFORCEMENT REPORT</b> (Agenda Item 15)</p> <p><i>This item is included in Part II as it contains information which a) is likely to reveal the identity of an individual and b) contains information which reveals that the authority proposes to give, under an enactment, a notice under or by virtue of which requirements are imposed on a person. The authority believes that the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraphs 2 and 6(a) of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>	<p><b>Action by</b></p> <p>James Rodger &amp; Adrien Waite</p>



	<p>The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved –</b></p> <p><b>1. That the enforcement actions as recommended in the officer's report be agreed.</b></p> <p><b>2. That the Committee resolve to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned.</b></p> <p><i>The report relating to this decision is not available to the public because it contains information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; and (b) to make an order or direction under any enactment and the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraph 6 of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>	
<p>The meeting, which commenced at 7pm , closed at 9:10.</p>		

These are the minutes of the above meeting. For more information on any of the resolutions please contact Charles Francis on 01895 556454. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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## Minutes

### CENTRAL & SOUTH PLANNING COMMITTEE

9 October 2012

Meeting held at Committee Room 6 - Civic Centre,  
High Street, Uxbridge UB8 1UW



HILLINGDON  
LONDON

	<p><b>Committee Members Present:</b> Councillors John Hensley (Chairman) David Allam Janet Duncan Neil Fyfe John Morgan Carol Melvin Brian Stead</p> <p><b>LBH Officers Present:</b> James Rodger Rory Stracey Matthew Duigan Sirous Ordoubadi</p>	
133.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillors Judith Cooper, Wayne Bridges, Dominic Gilham and Mo Khursheed. Councillors Carol Melvin, John Morgan and David Allam were in attendance as substitutes.</p>	<b>Action by</b>
134.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Brian Stead declared a non-pecuniary interest in Item 5 as it was in his ward and remained in the room to discuss and vote on the item.</p>	<b>Action by</b>
135.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 3</i>)</p> <p>It was noted that this urgent meeting had been called because an appeal against non-determination had been lodged with the Planning Inspectorate. It was therefore essential that the Committee considered the proposals and advised the Planning Inspectorate of its views on the application within the specified appeal timetable.</p>	<b>Action by</b>
136.	<p><b>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE</b> (<i>Agenda Item 4</i>)</p>	<b>Action by</b>
137.	<p><b>LAND AT REAR OF 21 &amp; 22 ORCHARD WAYE, UXBRIDGE</b></p>	<b>Action by</b>

**2 x two storey, 2-bed, detached dwellings with associated parking and amenity space involving installation of vehicular crossover**

Officers provided a report on the application which sought planning permission for the erection of 2 detached dwellings within the rear gardens of 21 and 22 Orchard Waye, along with associated parking and landscaping.

In accordance with the Council's constitution a representative of the petitioners in objection to the application addressed the meeting.

The petitioner made the following points:

- That the proposed development would have a negative impact on existing residents' parking in the area
- That the 2 story height of the proposed dwellings would overlook neighbouring properties
- That the development would result in a loss of privacy
- That the problem of overlooking would be exacerbated if the mature tree on the plot was removed

It was noted by Members that the mature tree referred to in the report was not subject to a Tree Preservation Order but that the applicant had failed to safeguard existing trees or to demonstrate protection for long-term protection of trees on the site.

Officers advised that the proposed development would be harmful to the amenities of the residents at 20, 21 and 23 Orchard Waye as mentioned in the report but would also be harmful to the residents of 22 Orchard Waye.

The recommendation was moved, seconded and on being put to the vote was agreed.

**Resolved – That the Local Planning Authority advise the Planning Inspectorate that, had an appeal against non-determination not been lodged, the application would have been refused for the following reasons:**

1. NON2 **Non Standard reason for refusal**

The proposal by reason of its siting, design, layout, bulk, massing, overall size and loss of back gardens would result in a cramped form of development, which is visually incongruous and over dominant, therefore failing to harmonise with the established character of the surrounding area. The proposal is therefore contrary to Policies BE13, BE19 and BE22 of the Hillingdon Unitary Development Plan (Saved Policies September 2007), the Council's adopted Supplementary Planning Document HDAS: Residential Layouts and Policies 3.5, 7.1 and 7.4 of the London Plan (2011).

2. NON2 **Non Standard reason for refusal**

The proposal, by reason of its location in close proximity to nearby dwellings, design (including in particular the proposed roof form), extensive coverage with hardstanding and loss of openness provided by the existing back gardens would result in an overdevelopment of the site which would detract from the open character and appearance of the surrounding area and the visual

amenities of the street scene. The proposal is therefore contrary to Policies BE13 and BE19 of the Hillingdon Unitary Development Plan (Saved Policies September 2007), 3.5, 7.1 and 7.4 of the London Plan (2011) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

**3. NON2 Non Standard reason for refusal**

The proposed development by reason of its height, position and proximity, would result in an overly dominant feature that would result in loss of outlook and residential amenity to the adjacent properties at 20, 21, 22 and 23 Orchard Way, and as such would result in a visually intrusive and an un-neighbourly form of development. Therefore the proposal would be contrary to policies BE19 and BE21 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to the Council's adopted Supplementary Planning Documents HDAS Residential Extensions.

**4. NON2 Non Standard reason for refusal**

Whilst two parking spaces are indicated the applicant has failed to demonstrate that access to the site is available as it involves crossing private land. The proposed development therefore fails to provide any off-street parking to service the proposed dwellings. The development would therefore lead to additional on-street parking, in an area where such parking is at a premium, to the detriment of public and highway safety, contrary to Policies AM7 and AM14 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and the Council's adopted car parking standards.

**5. NON2 Non Standard reason for refusal**

In the absence of a Tree Survey and Arboricultural Implication Assessment to BS5837: 2005 standards, the application has failed to demonstrate that the development will safeguard existing trees on the site and further fails to demonstrate protection for long term retention of the trees. The proposal is therefore contrary to Policies BE38 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

**6. NON2 Non Standard reason for refusal**

The proposal would fail to meet all relevant Lifetime Home Standards, contrary to Policies (September 2007), policies 3.1, 3.8 and 7.2 of the London Plan (2011) and the Council's adopted Supplementary Planning Document HDAS: Accessible Hillingdon.

**7. NON2 Non Standard reason for refusal**

The applicant has failed to provide a contribution towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of education facilities). The scheme therefore conflicts with Policy R17 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and adopted Supplementary Planning Document for Planning Obligations.

The meeting, which commenced at 6.30 pm, closed at 6.42 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Steven Maiden on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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## Report of the Head of Planning & Enforcement Services

<b>Address</b>	THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES		
<b>Development:</b>	Outline planning application for a mixed use development of the Old Vinyl Factory site, including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.		
<b>LBH Ref Nos:</b>	59872/APP/2012/1838		
<b>Drawing Nos:</b>	P_0008 Rev 02 Proposed Enclosed car park extent at ground level Environmental Statement July 2012 P_0001 Application Boundary P_0002 Existing Ground Levels P_0003 Existing Buildings to be Retained Planning Statement July 2012 Outline Sustainability Strategy Design and Access Statement July 2012 Active Frontage Statement - October 2012 Outline Sustainable Energy Assessment 15 11 12 P_0004 Rev 02 Proposed Minimum and Maximum Plot Extents and Heights P_0005 Rev 03 Proposed Lower Level Uses P_0006 Rev 01 Proposed Upper Level Uses P_0007 Rev 01 Proposed Ground Levels IL_0111 Rev 02 - roof plan P_0009 Rev 01 Proposed Enclosed car park extent above ground level P_0010 Rev 01 Proposed Critical Distances P_0011 Rev 01 Proposed Range of Building Heights P_0012 Rev 02 Proposed Ground Level Landscape and Open Space Plan P_0013 Rev 01 Proposed Podium and Roof Landscape and Open Space Plan P_0014 Rev 01 Tree Removal Plan P_0015 Rev D - Access Circulation and Streets IL_0101 Rev 02 - first floor plan IL_0100 Rev 03 - ground level plan IL_0102 Rev 02 - second floor plan IL_0200 - sections 01 & 02 IL_0201 - sections 03, 04, 05 & 06 Development Specification 19 11 12 Rev 04		
<b>Date Plans Received:</b>	27/07/2012	<b>Date(s) of Amendment(s):</b>	11/10/2012
<b>Date Application Valid:</b>	27/07/2012		19/11/2012
			27/07/2012
			16/11/2012
			20/11/2012

## 1. SUMMARY

This application seeks outline planning consent for a masterplan for the major redevelopment of The Old Vinyl Factory (TOVF) on Blyth Road, Hayes, in the form of a mixed use development within a high quality public realm. The scheme is designed to stimulate the regeneration of the site and the wider Hayes environs with a range of new uses and buildings, the refurbishment and reuse of historic buildings, and the provision of a high quality public realm. The design of the masterplan seeks to compliment and enhance the heritage of the site which was originally the primary location for the production of music records from the early 1900s through to the 1980s, employing, at its peak, some 14,000 people.

The site has been largely vacant since the late 1980s despite planning consents in 2001, Ref: 51588/APP/2000/1827 & 51588/APP/2000/1418, for the refurbishment and reuse of the existing office buildings and surface parking for some 1590 cars. While part of these consents have been implemented, the site has failed to attract new tenants in significant numbers and, as a result, a number of the existing buildings have fallen into disrepair and the regeneration has not materialised.

This application seeks to create a new urban quarter with the potential for up to 4,000 jobs on the site with further jobs created, indirectly, off site.

The proposals include:

- up to 7,886sqm of additional B1 floorspace
- up to 4,000sqm of A1 - A5 uses
- up to 510 residential units
- up to 4,700sqm D1 (Non Residential Institutions) and D2 (Assembly and Leisure)
- an energy centre
- car parking
- landscaping

The proposals will facilitate the refurbishment of the dilapidated buildings that are to be retained, and which are located in a Conservation Area noted for being 'at risk'. The new and refurbishment buildings will create a 'campus' style environment containing employment/commercial floorspace integrated with new residential, leisure and cultural uses that, combined, have the potential to create a new community within a highly active and animated environment.

The proposed scheme reinforces the regeneration objectives for Hayes Town Centre by creating a new mixed use quarter with a range of employment opportunities. It is to have its own Energy Centre on the site, achieve Sustainable Homes Code Level 4 in relation to the new residential uses and BREEAM efficiencies up to 'EXCELLENT' levels, where possible, for the non residential new build elements. The development therefore includes a range of energy efficient measures that are also designed to reduce emissions of CO<sub>2</sub>.

There are good levels of private and public outdoor amenity spaces including dedicated areas for children's play. The indicative landscape designs show an appropriate balance of hard and soft landscaping that will facilitate a range of passive and active recreational facilities.

The provision of easily accessible on-site car parking will also enable the site to help attract new business occupiers, offering similar standards to 'competing' business complexes, as well as attracting new residents and visitors to the site.

The scheme is considered an imaginative and progressive restoration and regeneration



of TOVF that promotes sustainable economic and physical development through the provision of new jobs, leisure uses and new homes for local people. It has the potential to transform Hayes and assist in the Council's regeneration objectives for the area.

## **2. RECOMMENDATION**

**1. That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008).**

**2. That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning & Enforcement to grant planning permission, subject to any relevant amendments requested by the Government Office for London or the Greater London Authority and the following:**

**A. That the Council enters into a legal agreement with the applicant under Section 106 of the 1990 Town & Country Planning Act (as amended) and/or Section 278 and S38 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**

**1. Employment Safeguarding: A programme of work to secure the refurbishment of the record store building. The programme to ensure phased restoration of the Record Store building to shell and core status. Shell to be refurbished prior to occupation of the 140th unit, with the ground floor also being fitted out to core standards at that time. At the time the ground floor is 75% let then the owner shall then fit out the first floor to core standards inclusive of the lifts. At the time the first floor is 75% let then the core works to the second shall be completed. This process to continue until the shell and core of all floors of the building have been refurbished.**

**2. Construction Training: Either a contribution equal to the formula as contained in the planning obligations SPD or an in-kind scheme delivered during all the construction phases of the development is to be agreed and implemented.**

**3. Employment Strategy: An employment strategy for the site which facilitates and promotes the employment of local people on site.**

**4. Energy Centre Provision: An obligation to secure delivery of the Energy Centre and any necessary alternative energy measures.**

**5. Public Realm/Town Centre Improvements: a financial contribution of £187,428.07.**

**6. Affordable Housing: 5% of the total scheme is to be delivered as affordable housing. A review mechanism will be incorporated into the s106 agreement to identify and secure additional affordable housing in the event of an uplift in land value as a result of improved economic conditions in the future (any increase will either be delivered on site or as a payment in lieu).**

**7. Education: A financial contribution in line with the formula as contained in the Planning Obligations SPD, revised Chapter 4 Education will be delivered.**

**8. Community Facility:** Either the delivery of a music (EMI) museum on the site or a financial contribution in the sum of £100,000 to be secured.

**9. Health:** A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £216.67 per person.

**10. Libraries:** A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £23 per person.

**11. Highways:** A s278/38 agreement is required to be entered into to address all highways works as required by the Council's highways engineer.

**12. Public Transport:** A contribution in the sum of £20,000 has been sought by TfL: £10,000 for bus stop improvements on Clarendon Road and £10,000 towards Legible London Signing.

**13. Travel Plans:** Travel Plans are to be prepared and adhered to for the different aspects of this mixed use scheme.

**14. Controlled Parking Scheme:** To undertake a parking study and implement the findings of the study the cost of which is to be met by the developer. The use of the existing s106 funds from the partially implemented extant scheme of £32,805.07 are to be utilised towards any parking scheme that is required as a result of the study. In the event that no controlled parking measures are required then these funds are to be incorporated into the Public Realm/Town Centre contribution.

**15. Air Quality:** A contribution in the sum of £25,000 for the local air quality monitoring network is required.

**16. Project Management and Monitoring Fee:** in line with the Planning Obligations SPD a contribution equal to 5% of the total cash contribution secured from the scheme to enable the management and monitoring of the resulting agreement is required.

**17. Crossrail Contribution/Mayoral CIL:** Payment to the GLA either the Mayoral CIL or a Cross Rail contribution (required under the operative Crossrail SPG), which ever is the greater amount.

**B.** That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

**C.** That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

**D.** If the Legal Agreement/s have not been finalised within 6 months, delegated authority be given to the Head of Planning, Sport and Green Spaces to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of

**services and facilities as a consequence of demands created by the proposed development (in respect of education, housing, construction and employment training facilities and off site highways works). The proposal therefore conflicts with Policy AM2, AM7 and R17 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.'**

**E. That if the application is approved, the following conditions be attached:**

**1 COM1 Outline Time Limit**

The development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the later, unless consent to any variation is first obtained in writing from the Planning Authority.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

**2 NONSC Reserved Matters Time Limit**

Unless otherwise agreed in writing by the Local Planning Authority, applications for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of five (5) years from the date of this permission:

- a) Appearance
- b) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

**3 COM2 Outline Reserved Matters**

Unless otherwise agreed in writing by the Local Planning Authority, approval of the details of the appearance and landscaping of the relevant parts of the individual phases of the development (hereinafter called Reserved Matters) shall be obtained in writing from the Local Planning Authority for each phase of the development, before development of that phase is commenced.

Detailed drawings and supporting documentation to be submitted shall include the following:

- a) Full plans of the buildings, including roof form, details of photovoltaic panels, living roofs, lift overruns, plant and any other features/installations/projections. The submitted details shall demonstrate the residential units hereby are in accordance with the Mayor's London Housing Design Guide.
- b) Elevations of the buildings and a schedule of all materials to be used on all the external faces of the buildings (to be submitted on a materials palette board and drawings of appropriate scale or as sample materials as the Local Planning Authorities request). The extent of active frontage as set out in the Parameter plan P\_0005 Rev 2 will include no less than include no less than 80% of active uses and no more than 10 consecutive metres of inactive uses. Active uses is defined as the predominantly visually permeable\* facade at ground level that is occupied by A1, A2, A3, A4, A5, B1, D1, D2 uses and/or Car Park pedestrian entrance.

(\*The word predominantly is used to allow for structural piers, solid fenestration and other elements of the facade which may not be visually permeable.)

c) Full plans, elevations and sections at an appropriate scale showing showing the future potential provision of intake/extract ventilation and ductwork for future Class A3 - A5 Uses. Alternatively, plans shall be submitted showing the creation of voids through the building to roof level for the future potential provision of extract ventilation ductwork;

d) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:

- i) A method statement outlining the sequence of development on the site including tree protection measures during demolition and building works;
- ii) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval.
- iii) Planting plans (at not less than 1:100 or an appropriate scale to be agreed with the Local Planning Authority);
- iv) Written Specification of planting and cultivation works to be undertaken;
- v) Schedule of existing and proposed plants giving species, plant sizes, and proposed numbers/densities where appropriate implementation programme;
- vi) Existing and proposed finishing levels and contours;
- vii) Means of enclosure and boundary treatments including the positions, design, materials and type of treatments;
- viii) Outdoor children's play space including design and specification of play equipment including style of enclosure and security measures;
- ix) Minor artefacts and structures (such as furniture, refuse storage and signs, and shall include lighting for amenity spaces and streets as well as the buildings themselves);
- x) Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines or associated structures);
- xi) A scheme of landscape maintenance for a minimum of five years. The maintenance scheme shall include details of the arrangements for its implementation.

e) Accessibility plans including drawings, specifications and supporting details which shall include:

- i) Clearly defined vehicle free pedestrian routes to be provided through the site with crossing points clearly defined with blister tactile paving;
- ii) Seating/rest points will be provided within the public realm at 50m intervals to aid people unable to walk long distances;
- iii) The use of street furniture should be minimised to promote free pedestrian movement. The final design should feature furniture-free pedestrian corridors to provide a zone where visually impaired people can walk with confidence. Unavoidable items, such as lamp columns, should feature a contrast band, 150 mm tall, starting at a height of 1.5 m above ground level.
- iv) A strategy for providing shared space in the predominately pedestrian elements of the site and the choice of materials to ensure the spaces are clear and legible to all users, and specifically for people with sight impairments. A levels plan (topographical survey) should also be submitted at an appropriate stage.
- v) A strategy for surface material, kerbs and drainage grates.
- vi) A fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure.

Thereafter and prior to the occupation of each relevant phase, the scheme shall be completed in strict accordance with the approved details for the relevant phase, and be maintained for the life of the development unless otherwise agreed in writing by the local planning authority.

#### REASON

To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE13 and BE38 of the Hillingdon Unitary development Plan Saved Policies (2007); to ensure that the external appearance of the buildings and landscaping is satisfactory in accordance with Policy BE13 of the Hillingdon Unitary development Plan Saved Policies (2007); to safeguard the amenity of the surrounding areas in accordance with Policy BE24 of the Hillingdon Unitary development Plan Saved Policies (2007).

#### **4 NONSC Phasing Plan**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase an updated phasing plan shall be submitted to an approved in writing by the Local Planning Authority. The phasing plan shall accord with the provision of Phasing Plan Ref: 9004 rev 05, unless otherwise justified in writing by the applicant.

Thereafter, the relevant phase of development scheme shall be completed in strict accordance with the approved details.

#### REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **5 COM8 Tree Protection**

Unless otherwise agreed in writing by the Local Planning Authority, no site clearance or construction work shall take place until the details relevant to each phase have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained within each relevant phase shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced within the relevant phase until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

## REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **6 NONSC Drainage & Sustainable Water Strategy**

Unless otherwise agreed in writing by the Local Planning Authority:

a) No development shall commence on site until an overarching drainage and sustainable water management (SUDS) strategy for the whole of the site, and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the following:

i) The surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

ii) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

iii) Include a timetable for its implementation; and

iv) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the SUDS throughout its lifetime.

b) Prior to the commencement of each phase of development hereby approved, a detailed surface water drainage scheme for that specific phase, based on the approved strategy ( as per item a. above), shall be submitted to and approved in writing by the local planning authority. The drainage details relevant for each phase should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme approved for each phase shall subsequently be implemented in accordance with the approved details before the overall development of each relevant phase is completed.

The scheme shall also include details of:

- Green roofs, as proposed in the Environmental Statement - Appendix 3.2 Flood Risk Assessment, dated July 2012.

- Rainwater harvesting, in accordance with the details shown in the Environmental Statement - Appendix 3.2 Flood Risk Assessment, dated July 2012.

- Permeable paving, in accordance with the details shown in the Environmental Statement - Appendix 3.2 Flood Risk Assessment, dated July 2012.

c) Prior to the commencement of each phase of the development, details demonstrating delivery of the SUDS strategy as it relates to the associated development phase shall be submitted to and approved in writing by the Local Planning Authority. The details shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan.

The submitted details shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling within each relevant phase



and will:

- i). provide details of water collection facilities to capture excess rainwater;
- ii). provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

#### REASON

To prevent the increased risk of flooding on- and off-site; to improve and protect water quality; improve habitat and amenity, and ensure future maintenance of the drainage scheme. This is in line with your UDP Saved Policy OE8.

### **7 NONSC Traffic, Parking and Servicing**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development, detailed drawings and supporting documentation for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority in respect of the following:

a) A Construction Phase Parking Management Plan (inclusive of site layout plans) for the relevant phase allocating the parking for the existing buildings in operational use at the site during the construction works of each relevant phase. Thereafter, the car parking shall be allocated and retained in strict accordance with the approved details until the completion of construction works for the relevant phase;

b) A Parking Allocation Plan (inclusive of site layout plans) for the relevant phase allocating the parking for the existing buildings in operational use at the site and the buildings to be erected.

c) A Car Parking Review and Viability Report shall be submitted to and approved in writing by the Local Planning. The Car Parking Viability Report shall establish if the agreed quantum of B1 parking space can be increased on a site wide basis. The Report shall provide a baseline comparison of the following criteria taken from the date of approval:

- i) Locally and regionally adopted car parking standards;
- ii) Modal split of workers for the B1 use units at the site;
- iii) Financial appraisal;
- iv) Potential to decrease car parking spaces at the site

d) Secure electric charging points including details of the type of device, location and installation. Charging points should be capable of charging multiple vehicles simultaneously and shall be provided in the following designations

Residential	20%
Employment	20%
Leisure	10%

In addition passive provision should be made at car parking spaces as follows:

Residential	20%
Employment	10%
Leisure	10%

Notwithstanding, all car parking spaces are to be designed to be able to be easily fitted with electric charging points in the future;

e) Provision for wheelchair disabled people and blue and brown badge holders. Disabled parking bays shall be a minimum of 4.8m long by 3.8m wide, or at least 3.0m wide where two adjacent bays may share an unloading area and which shall be cited in close proximity to entrances they serve and shall comprise a total of 7% and 3% of overall parking provided for blue badge and brown badge holders respectively;

f) Car club siting within the development and the allocation of spaces designated for future car club operators - to include a minimum of four spaces throughout the site;

g) details of all traffic arrangements (including carriageways, footways, turning space, safety strips, visibility spays, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities for all non-residential uses, and means of surfacing);

i) A delivery and servicing plan for the relevant phase which shall include details of the types of vehicles (including size and weight), the routes which trucks will take to/from the site, measures to minimise the impact of noise, traffic and vibration associated with lorry movements on residential amenity, and measures to minimise deliveries during peak hours;

j) The means of construction and surfacing of all roads, parking areas, cycle ways and footpaths, for the relevant phase;

k) Details of allocation of cycle parking in accordance with the standards within the London Plan (July 2011). For staff spaces, facilities should be in accessible and secure locations with lockers and showering facilities provided;

l) Details of the allocation and provision, including location, of motorcycle parking in accordance with a standard of 1 space per 20 car parking spaces.

The Construction Phase Parking Allocation Plan and Parking Allocation Plan shall adhere to the following provisions:

- Parking within the site shall not exceed a maximum provision of 1,540 spaces
- The residential car parking shall be allocated at not more than 0.75 spaces per residential dwelling, with 1 space allocated to all 3+ bedroom residential dwellings.

Thereafter, the development shall be carried out in accordance with the approved details and shall be retained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To encourage sustainable travel and to comply with London Plan Policy. To ensure that people in wheelchairs are provided with adequate car parking convenient access to building entrances in accordance with Policy AM5 of Hillingdon Unitary Development Plan Saved Policies (September 2007). To ensure that adequate sight lines are provided and thereafter retained in interests of highway safety in accordance with Policy AM7 of the adopted Hillingdon Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (July 2011). To ensure pedestrian and vehicular safety and the free flow of and conditions of general safety within the site and on the local highway network



to ensure adequate facilities are provided for cyclists in accordance with AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved (September 2007).

## **8 NONSC Contamination**

Unless otherwise agreed in writing by the Local Planning Authority no phase of the development, approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme/schemes that includes the following components to deal with the risks associated with contamination of the site/specific phase of development shall each be submitted to and approved, in writing, by the local planning authority:

a) A preliminary risk assessment which has identified:

- all previous uses;
  - potential contaminants associated with those uses;
  - a conceptual model of the site indicating sources, pathways and receptors;
  - potentially unacceptable risks arising from contamination at the site.
- This shall include where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor.

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

c) An options appraisal and remediation strategy based, on the site investigation scheme, giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme(s) shall be implemented as approved and the requirements of this condition can be addressed on a phased basis in line with the agreed phased implementation of the approved development.

### **REASON**

To ensure that risks from land contamination to the future users of the land neighbouring land are minimised, together with those to controlled waters, property ecological systems and the development can be carried out safely without risks to workers, neighbours and other offsite receptors in accordance Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies(September 2007).

## **9 NONSC Contamination During Building Works**

If, during development, contamination not previously identified is found to be present at the site then no further construction of that phase of the development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unanticipated contamination is to be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

### **REASON**

To ensure that risks from land contamination to the future users of the land neighbouring

land are minimised, together with those to controlled waters, property ecological systems and the development can be carried out safely without risks to workers, neighbours and other offsite receptors in accordance Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies(September 2007).

**10 NONSC Infiltration of Surface Water Drainage**

Unless otherwise agreed in writing by the Local Planning Authority, no new infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

**REASON**

To prevent the contamination of controlled waters from existing land mobilised by the building work and new development in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**11 NONSC Piling**

Unless otherwise agreed in writing by the Local Planning Authority, no piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

**REASON**

To prevent the contamination of controlled waters from existing land mobilised by the building work and new development in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**12 NONSC Air Quality - Emissions from Energy Provision**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the installation of the Combined Heat & Power (CHP) Plant, details of the energy provision and the emissions from the CHP shall be assessed as part of a comprehensive air quality assessment for the proposed development and shall be submitted and approved in writing by the Local Planning Authority.

Details of the means to control and limit air pollution from the CHP shall be submitted and approved in writing by the Local Planning Authority. These measures shall be provided prior to the first operation of the CHP engine and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

In order to safeguard the amenities of the area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011) Policy 7.14.

**13 NONSC Historic Building Recording**

Unless otherwise agreed in writing by the Local Planning Authority, The applicant shall submit for approval in writing a programme of recording of up to Level 4, as defined by English Heritage, of the Pressing Store and Powerhouse, prior to the partial demolition of the Pressing Store and prior to the

refurbishment of the Powerhouse. The programme shall then be implemented before any work to the Pressing Plant or Powerhouse. Copies of the documents are to be sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environmental Record.

#### REASON

To safeguard the special architectural and historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **14 NONSC Acoustic Barrier to Railway**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development of any phase involving working to either the Assembly Building, Materials Store or Machine Store, detailed designs, including the technical specifications of an acoustic (imperforate) buffer wall of a minimum of 1.8 metre high, shall be submitted to any approved in writing by the Local Planning Authority. Included in the technical specifications shall be details of the protective acoustic buffering qualities.

The acoustic buffer wall shall commence in the most south easterly part of the site, adjacent to the railway line, up to the eastern edge of the rear of the 'Record Store' building. The buffer wall shall be permanently retained and maintained in accordance with the approved details for so long as the development remains in existence.

#### REASON

To separate pedestrians from rail traffic and to protect future occupiers and users of the spaces hereby approved from noise disturbance and to accord with policies OE3 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **15 NONSC Soil to Landscaped Areas**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the first occupation of any building within each relevant phase, site derived soils and imported soils within each phase shall be tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

#### REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **16 NONSC Archaeological Investigation**

a) Unless otherwise agreed in writing by the Local Planning Authority, no development shall take place in each phase until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

b) No development or demolition shall take place in any relevant phase other than in accordance with the Written Scheme of Investigation approved under Part (a) of this condition.

c) The development of any relevant phase shall not be occupied until the site investigation and post investigation assessment for that phase has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (a), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

#### REASON

Heritage assets of archaeological interest may exist on this site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance contained within the National Planning Policy Framework and in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy PT1.HE1 of the Local Plan Part 1 (November 2012)..

#### **17 CA3 Demolition - requirement for a development contract related**

Unless otherwise agreed in writing by the Local Planning Authority, no demolition of the Pressing Plant Building shall take place until a contract for the associated redevelopment for the rear of the site, provided for in planning permission and Conservation Area Consent [ref. 59872/APP/2012/1838 and 59872/APP/2012/1840], has been made.

#### REASON

To ensure that the premature demolition of a locally listed building within a Conservation Area does not occur, in accordance with Policy BE4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **18 NONSC Energy Centre**

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of the development, a detailed scheme for the Energy Centre (the Powerhouse) will be submitted to and approved by the Local Planning Authority. The scheme shall provide full specifications for the technology to be used as well as details of the piping network throughout the site (including allowances for offsite connections for future developments). It shall also include specifications of the CHP unit to be installed, when it will come online, and how this will be linked to the rest of the development site including calculations showing the impacts on CO2 and energy reduction. Finally the scheme shall include details for maintenance of the operation of the energy centre as well as methods for measuring and reporting its performance. The development must proceed in accordance with the approved scheme and accompanying plans.

#### REASON

To ensure the development contributes a minimum 25% reduction in CO2 emissions in order to mitigate against climate change in accordance with London Plan Policy 5.2.

#### **19 NONSC Energy Assessment**

a) Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase. A detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate how the relevant phase will reduce regulated CO2 emissions by 25% and comply with the Outline Energy Statement (report no. 5319.003.006 MTT. July 2012).

b) The assessment shall demonstrate that any residential units will achieve the mandatory CO2 emissions requirement for Code for Sustainable Homes Level 4. It will also demonstrate how the energy strategy will contribute to all non-residential development achieving a minimum of BREEAM Very Good (with the relevant credits awarded for a minimum of a 25% CO2 reduction) unless otherwise agreed in writing by the Local Planning Authority.

d) Roof plans to show PVs for each building contained within the relevant phase, demonstrating compliance with the detailed energy assessment.

REASON

To ensure the development contributes a minimum 25% reduction in regulated CO2 emissions in accordance with London Plan Policy 5.2.

**20 RES16 Code for Sustainable Homes**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development plans and details of each building within the relevant phase shall be submitted to the Local Planning Authority for approval in writing. The plans and details shall demonstrate that each residential building will achieve a minimum standard of Code for Sustainable Homes Level 4 and each non-residential building achieving BREEAM 'Very Good'.

The development must be completed in accordance with the approved details and the applicant shall ensure that completion stage certificates have been attained and provided to the Council within 3 months of the first operation of the CHP Unit or within 3 months of completion of the phase, whichever is later.

REASON

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3.

**21 RES11 Play Area Provision of Details**

Unless otherwise agreed in writing by the Local Planning Authority, no phase of development shall commence until details of play areas (as required by Condition 3) d) viii)) for children in the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The details shall provide dedicated children's play areas in accordance with the Council standards and shall accord to the principles and designs as provided within Section 9 of the Design and Access Statement, July 2012.

Thereafter, the play areas shall be erected in accordance with the approved details prior to the occupation of the relevant block and maintained for the life of the development.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 3.16.

**22 COM20 Air Extraction System Noise and Odour**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development, details of ventilation and associated ductwork to serve any Class A3 - A5 uses within the relevant phase shall be submitted to and approved in writing. Thereafter, the relevant phase shall be implemented in accordance with the approved details and maintained for the lifetime of the development.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan

**23 COM23 Hours of Use (Restaurant etc.)**

Unless otherwise agreed in writing by the Local Planning Authority, any premises in use for Class A1, A2, A3, A4 or A5 purposes shall not be open for customers outside the following hours: -

0700 to 2300 Mondays - Saturdays

0900 to 2200 Sundays, Public or Bank Holidays.

**REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.

**24 COM25 Hours of Loading/unloading/deliveries**

Unless otherwise agreed in writing by the Local Planning Authority, there shall be no commercial loading or unloading of vehicles, including the collections outside the hours of 0800 and 1800 Monday to Friday and outside of the hours of 0800 and 1300 on Saturdays. There shall be no commercial loading or unloading on Sundays or Bank Holidays.

**REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

**25 RES18 Lifetime Homes/Wheelchair Units**

Unless otherwise agreed in writing by the Local Planning Authority, all residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

**26 RES24 Secured by Design**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase, a detailed CCTV strategy and camera location plan, together with the details of the fixtures and fittings of the CCTV cameras for the relevant phase, shall be submitted to and approved in writing by the Local Planning Authority.

Each phase of development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied in the relevant phase until accreditation for that phase has been achieved.

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under Section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

**27 OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:



- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

**REASON**

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**28 NONSC Sound Insulation Scheme**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development of each phase a sound insulation scheme for protecting the proposed residential development (including balconies and podium level & rooftop outdoor amenity areas) from rail, commercial and other noise shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved mitigation measures shall be fully implemented in accordance with the approved details and shall be retained and maintained in good working order for so long as the buildings remains in use.

**REASON**

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, railway noise, commercial noise and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15

**29 NONSC Plant Level of Noise**

Unless otherwise agreed in writing by the Local Planning Authority, the individual and cumulative rating level of noise emitted from plant and/or machinery at the development hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 Method for rating industrial noise affecting mixed residential and industrial areas.

**REASON**

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

**30 NONSC Acoustic Assessment of Multi-Storey Car Parks**

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development of any phase containing a multi-storey car park, a full acoustic assessment in relation to the impact of the noise associated with the car parks

on the dwellings on Dawley Road , to include appropriate mitigation measures as required, shall be submitted to and approved in writing by the Local Planning Authority. hereafter, the approved mitigation measures shall be fully implemented in accordance with the approved details and shall be retained and maintained in good working order for so long as the buildings remains in use.

**REASON**

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

**31 NONSC Non Standard Condition**

The detailed designs of the multi-storey car parks, public realm and landscaping shall be in accordance with the principles as stated within Chapter 9 of the approved Design and Access Statement.

**REASON**

To To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE13 and BE38 of the Hillingdon Unitary development Plan Saved Policies (2007).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

**2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) & Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

- |      |  |
|------|--|
| AM7  | Consideration of traffic generated by proposed developments.   |
| AM8  | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes   |
| AM9  | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities  |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards.   |



AM15	Provision of reserved parking spaces for disabled persons
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R7	Provision of facilities which support arts, cultural and entertainment activities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.13	(2011) Opportunity Areas and intensification areas
LPP 2.17	(2011) Strategic Industrial Locations
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private

	residential and mixed-use schemes
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.7	(2011) Location and design of tall and large buildings
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

### 3

The development of this site may damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines. Should significant archaeological remains be encountered in the course of field evaluations, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

### 4

It is important that the double glazing acoustic specification recommendations in Environmental Noise Assessment report 12348A-R1 are implemented in full. Failure to comply with the recommendations could result in a requirement for expensive remedial works.

**5            115            Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**6            119            Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.  
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**7            121            Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

**8            123            Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

**9            13            Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

## **10            134            Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

**11**      I45                    **Discharge of Conditions**

Your attention is drawn to conditions 3, 4, 5, 6, 7, 8, 11, 13, 14, 16, 17, 18, 19, 20, 21, 25, 26, 27, 28& 29 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

**12**      I47                    **Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

**13**      I49                    **Secured by Design**

The Council has identified the specific security need(s) of the application site to be: (State specific security need(s)).

You are advised to submit details to overcome the specified security need(s) in order to comply with condition 25 of this planning permission.

(Please Note: This Informative must accompany Condition OM14).

**14**      I6                      **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

**15**      I60                    **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

**16**

The applicant is advised to make sure the plans accord to Part B of the Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

**3. CONSIDERATIONS**

**3.1 Site and Locality**

The whole of Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally

constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The TOVF site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon adopted UDP (Saved Policies September 2007) and a Strategic Industrial Location (SIL) as designated within the London Plan.

Contained within the wider TOVF site are seven main buildings which, from west to east are, The Marketing Suite, The Shipping Building, The Cabinet Building, The Record Store, The Powerhouse, Jubilee House and the Pressing Plant.

This application site comprises some 5ha and excludes the three largest employment buildings located to the south of the site, The Shipping Building, The Cabinet Building and The Record Store. This is because the refurbishment of these buildings has already been approved in earlier permissions. There is a separate application with the Council for alterations and extensions to the Cabinet Building.

Many of the existing building buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state.

The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

### **3.2 Proposed Scheme**

Outline planning application is for a mixed use development of The Old Vinyl Factory site (TOVF), including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm of Pressing Plant) of new floorspace. Uses are proposed to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking for up to 1,540 spaces including within two multi-storey car parks, works to existing access points, the creation of new pedestrian and vehicular accesses, and new landscaping.

Two further applications were made in parallel to this outline application and are being determined simultaneously. They include:

1. An application for Conservation Area Consent for demolition and partial demolition of approximately 12,448 sqm (GEA) buildings within the Conservation Area (Ref 59872/APP/2012/1840); and



2. An outline application for the adjacent Cabinet Building for 3,219 sqm (GEA) of B1 floorspace to comprise: new 'cabinet' roof extensions with interlinking lightweight canopies on the roof of the existing building, a new entrance canopy at ground level and a new external escape stair to the rear (Ref 59872/APP/2012/1839).

The overall masterplan, including the proposed extensions to the Cabinet Building, will comprise the construction/refurbishment of up to 115,953 sqm (to include the retention and re-use of 784sqm of the Power House and 901sqm of the Pressing Plant buildings) of new floorspace. This incorporates up to 11,105sqm of new B1 employment floorspace.

The proposed development also includes a radically enhanced and highly permeable public realm designed to celebrate and reflect the music related history of the site.

The scheme seeks outline consent for access, layout and scale, with minimum and maximum limits established through a series of detailed parameter plans. Appearance and landscaping are to be considered as reserved matters for future determination although extensive consideration has been provided in the form of a series of accompanying illustrative drawings establishing a qualitative benchmark against which future detailed designs will be considered.

A phasing plan establishes the order with which the different parcels of land and buildings are to be brought forward over an estimated build out period of 10 years.

The application is also accompanied by an Environment Assessment which contains a series of detailed technical studies and recommendations that have guided the contents of the parameter plans and which will in turn inform the detailed designs as they come forward at reserved matters stage.

The proposed development seeks to create a mixed use quarter with a series of buildings and public spaces linked by a new public route, the 'Groove'. This complements and runs parallel to Blyth Road. The 'Groove' commences immediately to the north of the adjacent Gatefold building and traverses westwards through the site before turning southwards adjacent to the Shipping Building and terminating onto Dawley Road at the southwestern edge of the site. Flanking the 'Groove', at ground and first floor levels are active commercial, cultural and leisure uses set within individual building blocks that broadly range from 3 to 10 storeys.

## THE BUILDINGS

A series of individual new building plots comprise:

1. The Machine Store - located to the east of the site and adjacent to the approved Gatefold Building, the Machine Store comprises the former southern section of existing The Pressing Plant building. This part of the building is to be demolished to create a 7 to 9 storey building comprising a ground and first floor of up to 2,764sqm of B1 commercial floorspace, with two residential blocks above comprising up to 5,093sqm, designed to accommodate up to 52 flats. Parking is located within an integral car park within the ground floor. In this manner the public realm is lined with active and animating uses with the parking located discretely within the core of the building behind commercial frontages.

The two residential blocks, accessed from the Groove and Pressing Plant Lane, sit above the podium. The indicative pitched roof profiling of the buildings echoes the form of the existing Pressing Plant roof.

Private and communal amenity space is located at podium level (1,805sqm) with balconies indicated to flats at upper levels.

2. The Pressing Plant - approximately 901sqm (GEA) of the northern section of the existing Pressing Plant building is to be retained to create a museum to house the EMI collection, dedicated to the history of the EMI/HMV factory. This will be open to the public. The retention of the northern section of the building includes the locally listed facade to Blyth Road, whilst removing the southern sections which are derelict and of less architectural significance.

The main entrance into this new museum facility is to be via the Groove and a new forecourt proposed to the east of the building.

3. The Material Store This is proposed to be a 6 - 10 storey development. It comprises a two storey podium level containing commercial and residential uses to the streets behind which is located a two storey internal car park. Four residential blocks are located above, ranging in height from 4 - 8 storeys above the podium. The building has been designed to accommodate up to 155 flats at upper floors and 1,031sqm of commercial space at ground and first floors.

The positioning of the residential blocks are set at a minimum of 21m apart from one another and from the blocks on the adjacent sites. The blocks are generally of a simple form apart from the south west block which 'cranks' and pulls away from the historic Record Store to its immediate west. This manoeuvre creates and frames a view of the older locally listed building, exposing it to the wider public realm.

The access to the car park is to be off Pressing Plant Lane with four separate residential entrances to the eastern and western edges of the block.

Communal amenity space will be provided at podium level together with roof top gardens comprising some 3,855sqm, with additional private amenity space to be provided in the form of balconies.

4. The Boiler House - this is a new building located to the west of the Pressing Plant, bounded to the north by Blyth Road and to the south by The Groove. The building will provide a mix of commercial uses at ground floor, up to 885sqm, with up to 34 apartments to the upper floors. Its height, 7 to 8 stories, has been 'capped' so as to respect both the Grade II\* listed Enterprise House (located on the opposite side of Blyth Road) as well as the historic Power House to its west.

The form of this building takes its reference from the original boiler houses that were once on the site which had square bases of plant with tapered chimneys. The proposed building form echoes this with a two storey base, comprising double height commercial space, from which rise three distinct blocks with gently tapered facades reminiscent of the chimney stacks. The central block has five floors of apartments and the two flank blocks four storeys. There are two residential entrances both of which are located off Blyth Road.

The building will form an integral part of the Blyth Road frontage composition which is to comprise a series of pavilion buildings with strong distinctive characters.

Communal open space is to be located at roof level, 1,006sqm, while the parking will be located within the Material Store car park and the Assembly Building car park.



5. The Assembly Building - This is located to the west of the Material Store, north of the locally listed Record Store (retained class B1 office Building) and east of the existing commercial Cabinet Building (located outside of the application boundary). The building is predominantly residential in use, with three residential blocks running broadly south-west to north-east and has been designed to accommodate up to 150 flats. These are located above a two storey podium level within which is located 188 car parking spaces 'wrapped' by two floors of up to 333sqm of B1 floorspace, up to 1,081 sqm of retail space, and some residential duplex apartments to the western edge.

The footprint of the Assembly Building has been carefully tapered at its southern corners to enhance the views of the architecturally significant Record Store building to its rear.

Residential use is predominantly located above podium level in three separate buildings ranging from 7 to 8 storeys in height (including the 2 storey podium). The two outer blocks are 8 storeys high to the front (north), including ground and first floor, lowering in height to the rear enabling greater sunlight penetration into the podium amenity space as well as the flats themselves. The central block is also 8 storeys but has a shallower footprint which allows for a generous expanse of amenity space at podium level to its rear.

The five residential cores are located on the three primary facades with car parking ingress and exit points located to the fourth facade, to the rear of the building.

Private and communal amenity space is located at podium and roof top levels together with private balcony provision to the flats.

The massing and positioning of the three blocks of residential respect the Council's 21m rule in terms of overlooking and privacy requirements, and the desire to create and provide views across various part of the site. Their north-south axis ensures good levels of daylight and sunlight penetration is achieved to the dwellings and the podium level amenity space.

6. Power House - The original Power House to the north of the Assembly Building is to be retained and refurbished. It is one of the site's most iconic buildings with its tall slender chimney and large arched entrance. It was once the 'engine' of the EMI factory, providing the energy needs of this large manufacturing operation. The various lean-to additions are to be demolished although the highly distinctive water tower to the eastern edge of the original building is to be refurbished and retained. The proposed uses are to contain the site's central Energy Centre, 950sqm, while the main hall is to be converted into a multi use venue and performance space comprising some 557sqm. A cafe at ground floor comprising 111sqm, fronting onto The Groove, is also proposed.

The Energy Centre is proposed to be 'exposed' to the public realm, visible behind a large glass insertion so that the working mechanisms can be exposed to and celebrated by passers by.

The music/events venue is anticipated to underpin the cultural life of TOVF with the main hall used for a range of public events.

It is also proposed to reinstate a pitched roof of similar proportions to those of the original roof form.

7. The Picture House - a proposed new building to the north west of the Power House, bounded by Blyth Road to the north-east, and The Groove to the south west comprising

bars and restaurants at ground floor level comprising up to 1,908sqm, animating and enriching the public realm, and a multiplex cinema at the upper floor comprising up to 3,400sqm. This equates to some 1,099 seats. At ground floor level the building has two separate 'footprints', whilst at the upper level the two buildings are linked by an enclosed bridge structure enabling free-flowing movement between the two buildings and the various cinema screens within.

Entry into the cinema complex will be at the corner of Blyth Road and the new civic space, Vinyl Square, to the west.

Parking spaces allocated for the cinema complex will be allocated in accordance with the car parking allocation plan that is to be secured by condition. Part of this provision will take the form of shared spaces between the cinema complex and the offices on the site.

8. The Veneer Building - This is a new 8 - 11 storey building bounded to the north by Blyth Road and to the east by the proposed new civic space, Vinyl Square. It is to comprise Use Classes A and B activities at ground and first floor levels comprising up to 487sqm A1 - A5 uses and 454sqm of B1 uses, and designed to accommodate up to 88 residential flats above. At eleven storeys this is the tallest building proposed on the site. However the main 'volume' of the building is 8 storeys, a comparable height to the adjacent existing Cabinet Building to the south. The upper most 3 storeys form a visually lighter, more playful 'pop-up' element, and set back from the western edge. This element is proposed to be given a distinctive architectural treatment expressed, indicatively, with bronze bevelled cladding.

The south eastern part of the building is expressed as a framed void which will provide for three double height communal terraces offering amenity spaces to the residents of this building. The remainder of the southern edge at second floor level provides for an outdoor resident amenity garden. The flats are also to be provided with private balconies.

Two residential lobby entrances are located onto Blyth Road.

Parking for this building is to be provided in the adjacent Veneer Store multi-storey car park and comprises 74 spaces of which 66 are dedicated to the residential flats.

9. Veneer Store - this is proposed to be a new build 8 storey car park comprising up to 600 parking spaces. It is located to the western part of the site, fronting onto Blyth Road. The Veneer Store will provide parking for a range of uses on the site.

It is curved in form to the west in order to enhance views from Dawley Road and provide an appropriate relationship with the existing residential properties to the south west of the site. At ground floor level, to the north and east facades of the building will provide commercial uses (A/B/D class uses) to provide animated and active frontage to the street and associated primary public realm.

The building comprises two vehicular entrances and a separate pedestrian entrance contained within a circular 'pop-out' feature on the southern elevation.

10. The Record Stack - This building is proposed to be an 8 storey car park comprising up to 425 spaces. It is located to the rear of the Veneer Building and west of the existing Cabinet Building. It will provide parking for a range of commercial/business uses on the wider site. The building will be cylindrical in plan and the illustrative masterplan indicates a form representative of a stack of vinyl records. The vehicular entrance is located to the

north west of the building with a 'pop-out' circular lift and stairwell for pedestrian entrance/exit location to the east, adjacent to the Vinyl Square.

## PUBLIC SPACES AND PUBLIC REALM

The proposal creates a series of interconnected public spaces as an integral and positive part of the development proposals. The accompanying designs show a strong reflection and referencing of a range of music industry characteristics including the emblematic use of the HMV terrier, phonograms, songs and soundwaves. The spaces comprise a main pedestrian orientated spine, The Groove, a series of Groves comprising softer more informal landscaping elements, and new public squares. These are described in more detail below:

### The Groove

This is the main 'thread' running through the site that connects the buildings and open spaces within the site as well as into the surrounding context on Blyth Road to the north east and Dawley Road to the south west.

The Groove begins/terminates towards the eastern part of Blyth Road, to the front of the previously approved Gatefold Building, and traverses the site on an east-west staggered axis before turning southwards to connect with Dawley Road to the south. It narrows and expands through the site in relation to the nature and form of the buildings that flank it, creating an interesting and varied pedestrian experience.

While Landscaping is a reserved matter, considerable detail as to the detailing of this route has been provided within the accompanying Design and Access Statement. This illustrative material shows a 'soundwave' paving pattern comprising 'bars' of paving with inlaid lettering. This lettering is to contain both famous and obscure lyrics from EMI recording artists.

### The Groves

There are 4 Groves within the scheme.

1. Powerhouse Grove - this is located between the Assembly Building and the Materials Store comprising an area of 175sqm. The predominant use of this space will be for children's play with formal and informal play equipment proposed.

2. Cabinet Grove - this is located to the eastern edge of the Cabinet Building fronting onto The Groove and comprising an area of 752sqm. It features stripes of hard and soft landscape underneath a grouping of new trees. It is proposed to contain a substantial amount of public seating and spaces for informal outdoor eating and meetings.

3. Gramophone Grove - this is located between the Assembly, Cabinet and Record Store buildings and comprises an area of 604 sqm. It is of a similar design to the Cabinet Grove but is proposed to feature a series of oversized gramophones which will form seating and informal play structures.

4. Veneer Grove - this is located to the rear of the two multi-storey car parks and, while not publicly accessible, it has an aesthetic and ecological benefit while providing a 'green buffer' between the rear of the terraced houses to Dawley Road and the proposed development to the north. It is proposed to create a birch tree woodland belt which will attenuate noise and obscure views into and out of TOVF on this residential edge.

## The Squares

1. Vinyl Square - this is the largest public space on the site, prominently located between the Veneer Building to the west and the Picture House to the east with Blyth Road to the north and the Cabinet Building to the south. It measures some 2,450sqm. The square will be predominantly hard landscaping and will include a children's play area. The design is defined by the 'Vinyl' motif expressed in the form of hard and soft landscaped elements to the surface of the space. It will provide a major entrance into the site, an enhanced setting for the retained Cabinet Building, and links together the immediately surrounding buildings on the site.

2. Powerhouse Square - this is located to the north of the Powerhouse and measures some 2,650 sqm. It is indicated as a highly flexible space with 'sliding' seats and tree planters enabling the layout and therefore function of the space to change according to associated events at the adjacent Powerhouse cultural venue as well as the seasons and even time of day/night. The floorspace is to comprise strong horizontal paving bands that run from the edge of the Powerhouse to the pavement edge on the northern side of Blyth Road.

## PLAY FACILITIES

Public children's play areas will be provided within the Vinyl Square and the Powerhouse Grove. There are also to be dedicated children's play areas on the raised podiums of the Assembly Building, Materials Store and Machine Store for the use of the children living within each of these buildings. Where play spaces occur on the podiums, the parapet/balustrade is proposed to be raised to 2m in height to the edge of the space for enhanced safety. Podium level play spaces will enable children living within these blocks to play in safe, secure and well overlooked/supervised spaces.

## ACTIVE FRONTAGES

This is a critical characteristic and requirement of the proposal and one which will help to ensure its success as a lively and safe place in which to live, work and visit. As such, a formula has been presented which establishes a series of 'rules' which govern the proportion of inactive and active space on any given facade.

The definition is stated as the following:

" Active frontage will include no less than 80% of active uses and no more than 10 consecutive metres of inactive uses. Active uses is defined as the predominantly visually permeable\* facade at ground level that is occupied by A1, A2, A3, A4, A5, B1, D1, D2 uses and/or Car Park pedestrian entrance".

\*The word predominantly is used to allow for structural piers, solid fenestration and other elements of the facade which may not be visually permeable.

This definition has been included as a requirement of the reserved matters.

### 3.3 Relevant Planning History

51588/APP/2000/1418 Part Of Thorn/Emi Site Blyth Road Hayes

ALTERATIONS TO THE PARKING LAYOUT INVOLVING LANDSCAPING WORKS,  
FORMATION OF THREE ACCESS AND EGRESS POINTS TO BLYTH ROAD AND

EXTINGUISHMENT OF EXISTING PUBLIC FOOTPATH, PLUS INSTALLATION OF CCTV AND LIGHTING (INVOLVING SELECTIVE DEMOLITION OF BUILDINGS)

**Decision:** 12-04-2001 Approved

51588/APP/2000/1827 Vulcan House, Mercury House And Phoenix House Blyth Road Haye  
ALTERATIONS TO EXTERNAL APPEARANCE AND EXTENSIONS TO VULCAN HOUSE,  
MERCURY HOUSE AND PHOENIX HOUSE

**Decision:** 12-04-2001 Approved

51588/APP/2001/1659 Part Of Thorn/Emi Site Blyth Road Hayes  
DETAILS OF MATERIALS AND LANDSCAPING SCHEME IN COMPLIANCE WITH  
CONDITIONS 2 AND 5 OF PLANNING PERMISSION REF.51588/ APP/2000/366 DATED  
15/12/00; ALTERATIONS TO THE PARKING LAYOUT INCLUDING LANDSCAPING WORKS  
(INVOLVING SELECTIVE DEMOLITION OF BUILDINGS)

**Decision:** 08-10-2001 Approved

59872/APP/2007/3060 Land At Apollo, Jubilee & Neptune Blyth Road Hayes  
CHANGE OF USE OF, AND EXTERNAL ALTERATIONS TO, APOLLO AND JUBILEE TO  
PROVIDE A NEW CREATIVE QUARTER COMPRISING VINYL PRODUCTION, STUDIOS,  
VISITORS CENTRE, TRAINING, OFFICE AND EXHIBITION SPACE WITH ASSOCIATED  
CAFÉ/BAR, RETAIL AND LEISURE FACILITIES (USE CLASSES A1, A3, A4, A5, B1, B2, D1 &  
D2). CHANGE OF USE AND EXTERNAL ALTERATIONS TO NEPTUNE HOUSE FOR MIXED  
USE (USE CLASSES A3, A4, A5, B1, D1 & D2). NEW BUILD RESIDENTIAL DEVELOPMENT  
OF 244 UNITS WITH ASSOCIATED GROUND FLOOR USES (A1, A3, A4, A5, B1, D1 & D2)  
AND ASSOCIATED ACCESS, PARKING, SERVICING AND LANDSCAPING (INVOLVING  
PART DEMOLITION OF NEPTUNE, APOLLO AND JUBILEE BUILDINGS)

**Decision:** 06-01-2009 Approved

59872/APP/2012/1839 The Old Vinyl Factory Site Blyth Road Hayes  
Erection of roof top extension comprising 2,914 sqm GEA of B1 office floorspace above the  
existing Cabinet Building (in form of three cabinets with interlinking canopies), a new 155 sqm  
GEA entrance canopy at ground level and new 150 sqm GEA external escape staircase (total  
maximum combined area of 3,219 sqm GEA)

**Decision:**

59872/APP/2012/1840 The Old Vinyl Factory Site Blyth Road Hayes  
Demolition and partial demolition of up to and including 12,448sqm of buildings within the Old  
Vinyl Factory site. (Application for conservation area consent)

**Decision:**

### **Comment on Relevant Planning History**

1. Planning permission was approved on 12th April 2001, application reference 51588/APP/2000/1418, for the following development at the TOVF site:

- i) Alterations to the parking layout, parking provision for 1590 cars, and landscaping within the site;
- ii) Formation of three access/egress points to Blyth Road; and
- iii) Extinguishment of the existing public footpath across the site.

2. At the same time planning permission was also granted, application reference 51588/APP/2000/1827, dated 12th April 2001, for the alterations to the external appearance and extensions of The Cabinet Building (formerly known as Vulcan House), The Shipping Building (Mercury House) & The Record Store (Phoenix House). The approved development was as follows:

- i) Bridge access on floors 1-5 from The Record Store to The Cabinet Building;
- ii) Alterations to the reception and atrium space in The Cabinet Building;
- iii) Extension to the south of Cabinet;
- iv) Roof top works: including removal of Water Tower at the roof level of The Cabinet Building;
- v) Localised rooftop extension to The Cabinet Building, The Shipping Building & The Record Store;
- vi) Minor extensions / works to The Shipping Building & The Record Store;
- vii) External alteration to the appearance of The Cabinet Building, The Shipping Building & The Record Store;
- viii) Internal alterations of the Cabinet, including works to the two atrium spaces with the creation of a new reception, with the building being served by 8 lifts.

Both of the above consents have been partially implemented through the creation of 550 of the of 1590 parking spaces and the refurbishment of The Shipping Building and, therefore, remain extant.

3. Planning Permission was approved, application reference 59872/APP/2007/3060, in January 2009 for the redevelopment of the eastern part of the TOVF site to provide:

- i) Change of use of, and external alterations to Apollo (The Pressing Plant) and Jubilee Houses to provide a new creative quarter comprising vinyl production, studios, visitors centre, training, office and exhibition space with associated cafe/bar, retail and leisure facilities (Use Classes A1, A3, A4, A5, B1, D1 & D2).
- ii) Change of use and external alterations to Neptune House (The Powerhouse) for mixed use (Use Classes A3, A4, A5, B1, D1 & D2).
- iii) New building residential development of 244 units with associated ground floor uses A1, A3, A4, A5, D1 & D2).
- iv) Associated access, parking, servicing and landscaping part demolition of Neptune (Powerhouse), Apollo (The Pressing Plant) and Jubilee Buildings.

This planning permission has not been implemented and is currently being considered for a further determination (application reference 58972/APP/2011/1691) to extend the time limit for implementation.

4. Planning permission was approved in March 2012, application reference 51588/APP/2011/2253, for the development of the Gatefold building which forms the



eastern most part of The Old Vinyl Factory site. This permission comprises of:

- i) 132 apartments
- ii) Cafe/Community room (approx 200 sq m GEA)
- iii) 5 Workshop units (279 sq m GEA)
- iv) Enclosed parking (107 spaces)
- v) Access and landscaping improvements (including a children's play area).

The applicant intends to implement this planning permission early 2013.

#### **4. Planning Policies and Standards**

##### **UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

- |      |  |
|------|--|
| AM7  | Consideration of traffic generated by proposed developments.   |
| AM8  | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes   |
| AM9  | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities  |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards.   |
| AM15 | Provision of reserved parking spaces for disabled persons  |
| BE3  | Investigation of sites of archaeological interest and protection of archaeological remains   |
| BE4  | New development within or on the fringes of conservation areas   |
| BE10 | Proposals detrimental to the setting of a listed building  |
| BE13 | New development must harmonise with the existing street scene.   |
| BE15 | Alterations and extensions to existing buildings   |
| BE18 | Design considerations - pedestrian security and safety   |
| BE19 | New development must improve or complement the character of the area.  |
| BE20 | Daylight and sunlight considerations.  |
| BE21 | Siting, bulk and proximity of new buildings/extensions.  |
| BE22 | Residential extensions/buildings of two or more storeys.   |
| BE23 | Requires the provision of adequate amenity space.  |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours.   |

BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R7	Provision of facilities which support arts, cultural and entertainment activities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.13	(2011) Opportunity Areas and intensification areas
LPP 2.17	(2011) Strategic Industrial Locations
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies



LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.7	(2011) Location and design of tall and large buildings
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd August 2012**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

#### ENVIRONMENT AGENCY

The EA is supportive of the application subject to the imposition of a number of planning conditions. Their response states:

"We are very pleased that the applicant has recognised the importance of water efficiency and the management of surface water across the site. We are particularly pleased to see that the applicant proposes to reduce the runoff rates to greenfield rates, with the incorporation of green roofs, permeable paving and soakaways where possible. The addition of water efficient appliances and greywater recycling will help to reduce the water consumption of such a large development.

Furthermore, the addition of green roofs will provide excellent opportunities for local wildlife in this highly urbanised area, and should be considered one of the key green aspects of the proposed development. ... We are aware of an historic groundwater monitoring borehole on the site, which was closed in 1992. The applicant will need to ensure that the borehole has been properly decommissioned, which will prevent a pathway being created for potential contaminants to leach into the groundwater beneath the site".

#### ENGLISH HERITAGE

English Heritage (Historic Buildings and Conservation): No objections.

The response states:

"English Heritage considers the demolition of Jubilee House and parts of the Powerhouse to be justifiable in line with the advice contained within paragraph 135 of the NPPF."

The site is capable of accommodating a higher level of development and historically was used more intensively. The block plan proposed is not dissimilar in scale and massing to surrounding buildings. The impact of the proposed Veneer building, the tallest proposed, should be properly assessed for its impact on the setting of locally listed buildings at the southern part of the site. The canted end of the proposed Assembly Buildings should assist in improving views towards the locally listed Record Store and the retention of the most significant elements of the Powerhouse helps to maintain the relationship with the listed Enterprise House.

We recommend that a level 2 or 3 building recording condition is imposed on those buildings to be demolished to ensure that the historic information is adequately captured and a suitable photographic record made of the buildings.

English Heritage concludes by stating that:

"This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again on this application".

Officer Response: Detailed consideration, including marketing for a range of uses, as to the feasibility of retaining the rear element of the Pressing Plant has been carried out by the applicant and the findings shared with the Council. It has been demonstrated that no interest from the market has been forthcoming in respect of the future use of the large rear part of the building. The building is in a derelict state and of a configuration that limits potential suitable uses and users. The retention of the northern most part of the building, where it fronts onto Blyth Road, is proposed including its refurbishment for use as a Museum.

The visual impact of the proposed Veneer building on the locally listed buildings has been fully assessed within the accompanying Townscape Assessment as well in the Heritage Assessment. The Townscape Visual Assessment demonstrates that when assessed from afar, looking southwards towards the site from the Stockley Park Golf Course, while some of the Record Store building will be obscured, the Shipping building remains prominently visible. The upper floors of the Cabinet building (not locally listed) will also remain visible.

When viewed from the western edge of Blyth Road, the majority of the Shipping and Cabinet Buildings will be obscured although both will have some upper elements visible and to this effect they will retain some of their landmark function within the visual townscape hierarchy.

When viewed from the junction of North Hyde and Station Roads, looking north towards the site, none of the currently visible locally listed buildings will be obscured.

When viewed from Printing House Lane looking south, part of the front facade of the Cabinet Building will be obscured. None of the locally listed buildings are visible from this vantage point.

When viewed from Harlington Bridge, looking north, the locally listed buildings will remain visually prominent with the new building elements reinforcing the cluster effect. When viewed from this point, the Veneer building reads as having a similar storey height ambient to the 1920s locally listed buildings and, being set to their rear, will not detract as a result of the impact of their height and bulk.

When looking west from Station Road, as it rises above the railway line, all the existing buildings will be obscured. It is however important to note that the original 1920s locally listed buildings were designed as a composition with an understanding that the primary view would be from the railway line to the south. From this vantage point those primary buildings currently visible will remain unobscured.

A planning condition has been imposed on the development to ensure buildings are recorded to Level 3.

#### English Heritage (Archaeology)

As the assessment demonstrates, the site lies in an area where archaeological remains may be anticipated. In particular is the potential for remains dating from the prehistoric periods, as the site, within the River Colne valley, is situated in a geological and topographic position that is often indicative of early settlement and activity. Numerous remains from the Neolithic through to the Roman period have been recorded from the area. I also note that the site is situated on the fringes of the medieval settlement at Hayes.

The proposed development may, therefore, affect remains of archaeological importance. In accordance with the recommendations given in paragraphs 135 and 141 of the NPPF and in the borough's local policies, a record should be made of the heritage assets prior to development, in order to preserve and enhance understanding of the assets. The archaeological position should be reserved by attaching a condition to any consent granted under this application.

#### NATS

The NATS (En Route Ltd) has responded and raises no safeguarding objections to the application.

#### LONDON FIRE AND EMERGENCY PLANNING

The Brigade has been consulted and has made the following comments:

"The applicant is advised to make sure the plans accord to Part B of the Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority".

The response includes reference to the Guidance Note 29 on Fire Brigade Access, similar to that in B5 of the Building Regulations, suggesting that particular regard should be had to Paragraph 16, Water Mains and Hydrants, by the applicant.

#### LONDON BOROUGH OF HOUNSLOW

"The Local Planning Authority considers that the redevelopment of the site would not have an adverse visual impact, affect highway safety, or harm the living conditions of neighbouring residents of the London Borough of Hounslow. The proposed development therefore complies with Policy 'ENV B1.1 New Development' of the London Borough of Hounslow's UDP".

#### TFL

Tfl has issued objections to the proposed parking levels.

Office Car Parking: Parking provision for 1,280 spaces for the non residential elements significantly exceeds the London Plan maximum. TfL does not consider the excessive parking provision

proposed to be justified and still requires that the levels be reduced in accordance with London Plan policy 6.13 'Parking'.

The Mayor, when considering the application at Stage 1 ... also took a strong view that the proposed non residential parking was unacceptable due to close proximity of the planned Crossrail Station at Hayes.

TfL does not concur with the applicant's assessment of parking provision and overspill given these are not based on an assessment of the likely modal share of future employees. This is considered particularly relevant as Crossrail would attract new employees to the site with different patterns of movement, supported by a robust travel plan with measures to encourage less car use and more sustainable travel. To compliment this, TfL suggests the Borough should also consider whether it would be appropriate to introduce parking control measures in the surrounding area.

TfL considers that reference to the extant planning consent (which allows for some 1590 parking spaces for the existing B1 uses on the wider TOVF site) to be "simplistic and flawed" and considers that the proposals should be assessed in accordance with current 'development plan' policies - ie London Plan and the Hillingdon UDP 2007, neither of which allow for demand based parking. As such TfL recommends that the associated standard of parking for B1 uses should be provided at 1 space per 100sqm.

In regard to the cinema parking, TFL advises that the parking spaces for the cinema and associated restaurants should not be provided separately to the employment space parking but should be on the basis of shared parking facilities controlled by the Car Parking Management Plan.

With reference to Electric Vehicle Charging Points (EVCP), TfL requires that for each landuse there is to be a provision of active and passive EVCP in line with the London Plan requirements.

TfL also remains concerned about the calculation of trip rates

Comment:

The applicant has subsequently reduced the B1 office parking provision by 100 spaces resulting in a ratio of B1 office parking at 1:55sqm.

It is important to recognise that the site has a planning history which is relevant. The 2001 permission approved over 1,500 parking spaces. The current application provides a very similar amount of parking with more built form i.e the ratio of parking of the current scheme is more compliant than the historic permission.

GLA

1. Principle of Development - the principle of an employment led mixed use development in this location is broadly in accordance with the London Plan; however further information is required before this can be confirmed to be the case.

Officer Response: This site is due to be released from its designation as an IBA under the LDF. Given the historic permission for a mixed use scheme on the site, no objection is raised.

2. Affordable Housing - An independent appraisal of the applicant's financial viability report will need to be carried out before the application is reported back to the Mayor.

Officer Response: An independent viability assessment has been submitted and considered as part of the application. As part of the viability consideration, the applicant proposes 5% affordable housing to be provided within the development.

3. Housing Mix - The unit mix should be revised to provide an increased proportion of family sized units and further information regarding family units within the affordable housing offer is needed.

Officer Response: While the housing mix falls short of the current GLA requirements of 75% of all new market housing units being family 2 or 3 bed homes, it is very close to the Mayor's Draft Supplementary Guidance published, December 2011, which seeks 39% 1 bed units, 47% 2 bed units and 14% 3 bed or larger units.

On this particular mixed use development which includes industrial units, office space, a cinema and restaurants the concept is for a lively area that is active 24 hours and the environment is not suitable for such a high number of family homes. The potential residents are likely to be working households commuting into Central London or working at Heathrow Airport. With the exception of Highpoint Village the surrounding neighbourhood is predominantly family housing and 3 bed plus flats will not be attractive in comparison to the cost of houses in the area.

The Hillingdon Housing Register as at 17th Sept 2012 shows 10,608 applicant households  
1 Bed - 4,432  
2 Bed - 3,218  
3 Bed - 1,954  
4+Bed - 1,004

This shows the Borough's affordable housing demand is predominantly for smaller housing units.

4. Urban Design - The main issue relates to concerns over the western part of the site which is where the car parks are proposed.

Officer Response: The plans have been amended to provide active uses at the ground floor of both the multi storey car parks, more effectively addressing the public nature of the Groove and Blyth Road. The changes are therefore considered a satisfactory and welcome improvement in this respect.

5. Inclusive Design and Access - Further information is required as to the distribution of wheelchair accessible units to be located throughout the scheme.

Officer Response: The Council's access officer has been fully consulted on the scheme and is satisfied with the proposals and the associated conditions and ability to comment and input further at detailed design/reserved matters stage. At reserved matters stage the proposed detailed development will in any case be required to meet the Council's Supplementary Planning Guidance (Accessible Hillingdon), January 2010 which requires that:

Wheelchair Home Standard dwellings should be evenly distributed (including within blocks of flats) throughout a development".

6. Climate Change - Mitigation and Adaptation - The applicant will need to submit further details regarding the regulated savings at each tier of the energy hierarchy.

Officer Response: The Sustainable Energy Strategy states that there is a future planned district heating network adjacent to the site in Blyth Road. The Hillingdon-Hayes network is proposed to run from the junction of Blyth Road and Trevor Road to Hayes Swimming Pool at the northern end of the town via Station Road and Hayes Town centre. The proposed route passes to the north of the Power House and commits to a design that would allow future connections. The Old Vinyl Factory site wide heating network will be suitable for connection in the future to the Hillingdon-Hayes network. It is proposed that a pair of pipes will be laid from the plant room in the powerhouse to the boundary of the site on Blyth Road to allow a connection into the future network.

The Sustainable Energy Strategy confirms that all apartments and non-domestic building uses will be connected to the site heat network. A drawing showing the pipework route and phasing has been provided within the Sustainable Energy Strategy.

The CHP is predicted to save a total of approximately 700,000 tonnes CO<sub>2</sub>. Due to the nature of the development with the district heating system serving existing buildings, in addition to the new buildings, the carbon saving that can be apportioned to the regulated emissions from new buildings is approximately 329,000 tonnes, resulting in a 30% saving against the predicted baseline emissions for the buildings that will be constructed under parts L1A and L2A of the 2010 Building Regulations.

7. Community Infrastructure Levy - The applicant will need to commit to contributions relating to CIL within the Section 106 Agreement.

Officer Response: The applicant has committed to meeting the CIL.

8 Transport - The level of parking at site should be reduced.

Officer Response:

The applicant has reduced the B1 office parking provision by 100 spaces resulting in a ratio of B1 office parking at 1:55sqm.

#### HAYES CONSERVATION AREA ADVISORY PANEL

While not opposed in principle to the large-scale redevelopment of this site, we are very disappointed with these proposals. We believe they do not pay sufficient attention to the fact that it is a Conservation Area and contains a number of locally listed landmark buildings, especially those by Wallis, Gilbert and Partners. The Shipping Building, Cabinet Building and Record Store/Phoenix have historically dominated the site, but in the current proposals they no longer do so; they are mainly hidden from sight within the development area and, were the development to go ahead, could only be appreciated from Dawley Road and the railway line.

The proposed new buildings do nothing to respect the architectural integrity of those that are to be retained, detracting from rather than complementing their appearance; the development therefore offers no overall enhancement to the Conservation Area. For a development that has named itself to reflect the previous use of the site, this refusal to take account of its legacy is both surprising and disappointing. This makes the architectural allusions to the heritage of the site, The Record Stack (car park) and the additional timber floor on The Cabinet Building, appear cynical genuflections, but ones that do not disguise the lack of appreciation of the fine extant buildings.

At a more detailed level we consider there is far too little green landscaping. The overall impression is of hard, echoing canyons between the densely-packed high-rise blocks, creating a new quarter for Hayes which will do little to persuade people that it is a pleasant place in which to live or work. Another issue is whether the surrounding roads would be able to cope with the extra traffic that the large numbers of on-site parking spaces suggest the development will generate. Despite the proximity to Hayes station, it is likely that many of those working on the site will have to drive there as north-south transport link are poor and not all of them will live along the Crossrail route.

The only redeeming feature of the application is the proposal for a mix of uses, though the lack of any specific nursery or school accommodation is disappointing, especially at a time when the borough is having problems making adequate provision in this area.

#### HAYES TOWN CENTRE PARTNERSHIP

The Partnership supports the proposed redevelopment of the site and believes that it will make a



substantial contribution to the regeneration of Hayes Town that we are seeking to achieve. In our view this is an imaginative set of proposals that will revitalise a long derelict site and bring a very encouraging number of jobs to Hayes together with other much needed facilities such as the proposed cinema, music space and museum. We therefore believe that a sufficient case has been made to justify the mixed use development that is proposed.

The main challenges that we see are to find ways of improving the connectivity between the development and the town centre and maximising the job opportunities for local people. The Cathedral Group are represented on the Partnership and we will be happy to work with them and other relevant agencies to ensure that these objectives can be achieved.

#### HEATHROW AIRPORT LIMITED

"The CAA (airport regulator) are putting increasing pressure on Heathrow airport to reduce the amount of infringing obstacles (new & old) within its environment and therefore this latest request to increase the existing chimney height does cause us some concerns.

However, given that the chimney already infringes the Inner Horizontal Surface( IHS) by 1.41m and the proposal is to only increase this height by 0.56m. It has been deemed that this increased infringement is a small risk to operating aircraft and therefore we would be obliged to accept this proposal".

Officer Response: The applicant has subsequently amended the proposals and are not now increasing the height of the chimney. Heathrow Airport Limited have responded saying: "That's good news about the chimney, so just to confirm we have no further issues with this site, as long as no structure infringes the obstacle limitation surfaces".

#### **Internal Consultees**

##### TREES AND LANDSCAPING

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- A tree survey, dated 15 March 2012, has been prepared by RPS in accordance with BS 5837:2005. This has been submitted within the Environmental Statement Appendix 3.3. The survey includes site information, tree quality assessment, a tree constraints plan and design guidance, tree protection and planning policy, design considerations for new planting and conclusions.

- The survey assesses (Table 1) 128No. individual specimens and 3No. groups of trees. Section 3 of the report confirms that over 50% of the trees are categorised as B (moderate quality and value) which have a useful life expectancy and would normally be considered worthy of retention and incorporation within a new development.

- The remainder of the trees are C grade. Grade C trees are considered to be of low quality and value and, therefore, not a constraint on development. However, in this case, the low grade is due to their being young trees with stem diameters of under 150mm with potential to improve as they mature.

- Conversely, the report acknowledges (3.13) that while most of the trees on site have good future potential, their immaturity means that their removal could be undertaken and justified provided that appropriate replacement tree planting is incorporated into the new layout.

- Section 4 provides a Tree Constraints Plan & Design Guidance. At 4.9 it is recommended that as the design and layout of the proposed development is progressed and finalised it is recommended that final Root Protection Areas for the trees are considered and a Tree Protection Plan (TPP) is produced in conjunction with a detailed Arboricultural Implications Assessment (AIA) and Method Statement (AMS) to detail the specific measures for the protection of retained trees.

- It is noted that the tree report refers to BS5837:2005, which has recently been revised and re-issued. Any new guidance relating to the TPP, AIA and AMS should refer to the 2012 version of the British Standard.

- The Design & Access Statement analyses the site and clearly sets out the design objectives,

which have evolved through pre-application discussions and consultation.

- The site layout features considerable permeability through and across the site via a sequence of spaces, including The Groove, a (record) themed walkway running east-west, parallel with Blyth Road. The intention is that buildings facing onto The Groove will have an active frontage as will the frontage facing Blyth Road itself.

- The development includes a number of public squares, the largest of which is Vinyl Square. Others include Powerhouse Square, Shipping Square and Pressing Plant Square, each with their own design theme (related to the history of the site) and association with adjacent buildings.

- External storage for bikes and bins can have a detrimental visual impact on the front garden and streetscape. Where possible they should be sited to the rear of the building and, if this is not possible, they should be discretely sited and screened from public view.

- Section 9.1 sets out specific landscape design objectives, with the first aim to develop a distinctive environment for the new environment while reflecting the history of the EMI site and its association with the music recording business.

- The third aim refers to the multi-level landscape of the site. Landscape enhancement has been considered at ground level as well as podium and roof levels to provide a multi-layered landscape vision for place, ecology and landscape continuity. With building heights ranging from 4-10 storeys the D&AS illustrates the use of intensive green roofs for the use and enjoyment of residents and extensive green / brown roofs which will primarily benefit building energy performance, biodiversity and water attenuation. (The London Plan strongly encourages an average depth of 100mm substrate with greater depths providing greater potential benefits. It also recommends that 25% of the total roof space should be accessible to residents/workers).

- The fifth key objective is to secure a sustainable landscape in terms of social sustainability (producing spaces for people), ecological sustainability (promoting biodiversity), sustainable systems (environmental) and a landscape which enhances the economic value of the site.

- The D&AS describes the landscape/site analysis (9.2), landscape design strategy and principles (9.3), concept development (9.4 and 9.5).

- The concept of movement through the site is described (9.6) with attention to detail of key areas, including The Groove, Blyth Road and The Lanes. Powerhouse Square is set out to incorporate Blyth Road in a way that will help to integrate the site with the surrounding area and create a significant visual enhancement to Blyth Road.

- Signature spaces or pocket parks, which punctuate and create highlights along the pedestrian routes, are explained in 9.11 -9.17.

- The green roof strategy, rooftop amenity and play strategy are set out in 9.20-9.21.

- At 9.22.1 and 2 accessibility principles are set out which confirm that gradients will generally be less than 1:21 with high contrast colours used to delineate crossing points. Streets will be shared spaces, with vehicle routes clearly delineated.

- The provision of street furniture and surface water management is set out in 9.22.3 and 4.

- A soft landscape strategy is set out in 9.24. This includes the retention of only 8No. of the existing 159No. trees planted in 2003 in association with the redevelopment of the Cabinet Building and Shipping Building. However, the current proposal aims to plant over 200No. new trees within the masterplan.

- Additional soft and hard landscape objectives are set out in 9.24.3 -7. This includes palettes of soft and hard materials, the consideration of biodiversity and sustainability and, at 9.28 the provision of landscape management under the retained ownership of Purpleplexed LLP.

- The scope and detail of the landscape proposals satisfies this outline application the successful outcome of which will depend on the details to follow.

- In this case, a phased development programme is envisaged and the laying out of the external landscaped spaces should be carefully co-ordinated with the relevant building programme to ensure that the external spaces are set out at an appropriate time. If it is feasible to establish structure planting (trees) ahead of the development programme, this should be considered provided that it can be achieved safely without putting the planting at risk.

RECOMMENDATIONS:



No objection, subject to the above considerations and conditions COM2, COM6, COM8, COM9 and COM10.

#### CONSERVATION & URBAN DESIGN

The scheme has been subject to extensive discussions with officers. The site is within the Botwell: Thorn EMI Conservation Area and a number of the buildings are locally listed; all have some interest in terms of their architecture, and the history and development of the site. Opposite, on the other side of Blyth Road, are Enterprise House, which once formed part of the works and is now grade II listed, and Jupiter House (former works offices), which is locally listed. The overall character of the conservation area and indeed that of the surrounding area, is that of large scale industrial buildings, fringed with smaller scale workers housing. The area does have a very distinctive appearance, which is not conventional in terms of designated areas, which mostly tend towards the pretty, rather than the gritty, urban industrial character of Hayes.

The proposed works would, if they come to fruition, significantly change the appearance of this part of Hayes. This change, however, is considered to be positive, rather than detracting from the character and appearance of the conservation area. The new large buildings and spaces would reinforce the existing character of the area and using references to the history of the site, create a unique and architecturally interesting townscape. The setting of the listed and locally listed building would be enhanced, with a new space being created opposite Enterprise House; the existing Cabinet Building being framed by new buildings and a public space; and the corner feature of the Record Store being used to form a distinctive stop to views south from Blyth Road. An assessment of the impact of the new development on a number of views into the area has been included with the supporting information. This shows the impact of the new buildings to be significant in some local views, but not harmful. From distant views, the impact would not be significant, with the new development integrating with the existing larger buildings on the site. Within the site, despite the new buildings being large, their layout and design are such that the existing structures would remain as prominent features.

The scheme also proposes the refurbishment and reuse of a number of the existing buildings, most of which are in a poor condition, ensuring their long term future on the site. Whilst some buildings are proposed for demolition, these are mainly those of lesser importance and which, because of their condition, are considered difficult to convert to new uses. These should be recorded to an appropriate level (EH Level 3-4).

**CONCLUSION:** No objection subject to suitable conditions re archaeological investigation, building recording and the letting of a contract prior to demolition commencing on site. In addition, conditions should also cover the detailed design and materials of the new and refurbished buildings, mechanical extracts, ducting and servicing; together with hard and soft landscaping, and long term management & maintenance plans for these elements.

#### ENERGY AND SUSTAINABILITY

The Council's Energy and Sustainability Officer has stated:

"I have no objections to the general approach to the energy, strategy to be adopted but have some concerns regarding the phasing and delivery".

Points of clarification and amendments to reflect the revised build out phasing were requested and have subsequently been satisfactorily provided. The additional of four energy and photovoltaic planning conditions were recommended and have been included in the recommended conditions.

#### ACCESSIBILITY OFFICER

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8, 7.1 and 7.2, and the Council's Supplementary Planning Document, Accessible Hillingdon, adopted in

January 2010. A number of accessibility issues were addressed at a meeting on the 1st June between LBH, Burro V Happold and the Landscape Architect for the above outline proposal.

The development would essentially take the form of a shared surface environment which would need to cater for people with sight impairments. Whilst no objection is raised in principle, it is important to stress at this stage that the external environment must integrate colour, contrast, levels and surface treatment that are conducive to the principles of inclusive design. It would also be crucial to provide adequate delineation to create passive separation between roads and pavements, particularly in those sections of the development where pedestrians and vehicles would intermingle. It was agreed that the specialist access consultant would prepare a strategy for further consideration for the materials selection, whilst the landscape architect will consider a mock up strip of the groove to be produced on site at an appropriate stage; Much of the area would include delineated carriageways with flush kerbs and pavements. Caution is raised with regard to the selection of drainage grates and tree pits, etc, as wheelchair users and white cane users are known to get caught in poorly designed grates. Use of excessive cross fall gradients should be avoided. It is understood that the proposed circular car park would achieve a 1:40 gradient to the outside, with a 1:20 gradient to the core. Accessible parking bays are to be positioned adjacent to the landings/lifts on each floor. There will be 10% accessible parking spaces.

Sample residential unit layouts have been incorporated into the submitted Design & Access Statement for the proposed Lifetime Home and Wheelchair Home standard units, and the examples presented are acceptable.

The Blue Badge criteria will apply as an appropriate benchmark i.e. parking space within 40m of the home. However, due to the constraints imposed by the existing elements to be retained, some discretion may need to be applied when determining this scheme given its scale and complexity. The following design parameters would need to be fully detailed and supported technically at any future Reserved Matters stage:

1. 10% of the parking site wide will be designated Blue Badge parking (residential, retail and employment).
2. Taxi drop-off points to be provided with suitable kerbs, possibly kassel kerbs, to allow for ramps to be usable from London Taxis.
3. Clearly defined vehicle free pedestrian routes to be provided through the site with crossing points clearly defined with blister tactile paving.
4. Seating/rest points will be provided within the public realm at 50m intervals to aid people unable to walk long distances.
5. The use of street furniture should be minimised to promote free pedestrian movement. The final design should feature furniture free pedestrian corridors to provide a zone where visually impaired people can walk with confidence. Unavoidable items, such as lamp columns, should feature a contrast band, 150 mm tall, starting at a height of 1.5 m above ground level.
6. All residential units to comply with the pre 2010 Habinteg Lifetime Homes Standards in line with the above LBH Supplementary Planning Document. In the case of duplex units, a pre-cast opening within any concrete slab, for a future through-floor-lift should be technically specified on plan.
7. 10% to wheelchair housing standards, with the location of each unit shown on plan. A separate detailed plan for each unit would also be required.
8. A strategy for providing shared space in the predominately pedestrian elements of the site and the choice of materials to ensure the spaces are clear and legible to all users, and specifically for people with sight impairments. A levels plan (topographical survey) should also be submitted at an appropriate stage.
9. A strategy for surface material, kerbs and drainage grates.
10. A fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure.

Conclusion: acceptable. The Inclusive Design detail submitted at this stage has been well considered and is sufficient at this outline stage. However, points 1-10 above should be attached to any outline consent as Reserved Matters.

#### ENVIRONMENTAL PROTECTION UNIT

As the development is in and will cause increases in an area already suffering poor air quality the following are requested:

Section 106: An obligation for £25,000 should be sought for contribution to the air quality monitoring network in the area.

#### Condition 1: - Ingress of Polluted Air

Before the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following: .

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage; \_
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the, approved details and thereafter maintained for the life of the development.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

#### Air Quality Condition 2 - Emissions from Energy Provision:

Prior to the installation of the CHP, details of the energy provision and the emissions from the CHP - shall be assessed as part of a comprehensive air quality assessment for the proposed development and shall be submitted and approved in writing by the LPA. Details of the means to control and limit air pollution from the CHP shall be submitted and approved in writing by the Local Planning Authority. These measures shall be provided prior to the installation of the CHP engine and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the 1 Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

#### Contaminated Land Condition

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

- (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

- (c) i) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.
- (ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

#### Condition to Minimise Risk of Contamination from Garden and Landscaped Areas

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, railway noise, commercial noise and other noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON: To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, railway noise, commercial noise and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

Paragraph 10.115 notes that circa 63 external parking spaces are to be provided at ground level, near the boundary with existing residential properties on Dawley Road. It is stated that noise from use of these parking spaces is unlikely to result in any significant noise problems at these properties. In view of the above, I recommend that we require a detailed acoustic assessment to be undertaken at the detailed design stage. This assessment should consider the noise impact at residential properties in Dawley Road from use of the car parks in The Veneer Shed and The Record Stack. I accept that other noise impacts from car parking should not be a problem; Commercial Noise ES paragraphs 10.116 to 10.118 contain an assessment of noise from commercial uses.

#### Condition for protection of residential building from noise

Development shall not begin until a sound insulation scheme for protecting the proposed residential development from commercial and other noise has been submitted to and approved in writing by

the Local Planning, Authority. The sound insulation scheme shall provide insulation against, commercial and other noise provided by the floor and wall constructions separating the residential and commercial uses. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON: To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by commercial noise and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

#### Condition for Protection of Noise From Plant

The individual and cumulative rating level of noise emitted from plant and/or machinery at the development hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 Method for rating industrial noise affecting mixed residential and industrial areas .

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

#### HOUSING SERVICE

This development will be a major factor in the regeneration of Hayes Town Centre and improve a very run down area, creating jobs and homes. The construction and will tie in well with Crossrail A coming to the station in 2018. The percentage of affordable housing on the development as determined by the FVA is 5% which is disappointing but quite understandable given the cost of restoring the historic buildings on the site.

The plans include 510 residential units in the following a mix: 4

203 x 1 bed flats = 406 hab rooms 40%

230 x 2 bed flats = 690 hab rooms 45%

51 x 3 bed flats = 204 hab rooms 10%

26 x 4 bed flats = 130 hab rooms 5%

TOTAL 1430 hab rooms

This falls short of the current GLA requirements of 75% of all new market housing units being family 2 or 3 bed homes but is very close to the Mayor's Draft Supplementary Guidance published December 2011 which seeks 39% 1 bed units, 47% 2 bed units and 14% 3 bed or larger units. On this particular mixed use development which includes industrial units, office space, a cinema and restaurants the concept is for a lively area that is active 24 hours and the environment is not suitable for such a high number of family homes. The potential residents are likely to be working households commuting into Central London or working at Heathrow Airport. With the exception of Highpoint Village the surrounding neighbourhood is predominantly family housing and 3 bed plus flats will not be attractive in comparison to the cost of houses in the area.

The Hillingdon Housing Register as at 17th Sept 2012 shows 10,608 applicant households

1 Bed - 4,432

2 Bed - 3,218

3 Bed - 1,954

4+Bed - 1,004

This shows our affordable housing demand is predominantly for smaller housing units.



## HIGHWAYS OFFICER

### Site and Transport Network

The development site is located to the south west of Hayes town centre and directly west of the Hayes and Harlington Railway Station, which is approximately 420m from centre of site. There is a mixture of light industrial and residential uses in the surrounding area. Hayes and Harlington rail station forms part of London's planned Crossrail route, which is planned to be operational in year 2018. The development will therefore in future benefit from improved public transport, reducing travel times and improved rail connections with access to central and east London. There are good bus links with 7 regular services running through the town centre and/or in proximity of the Railway Station.

The site has PTAL rating of 1b (low) at the western end and 3 (medium) at the eastern extent of the planning application boundary. Crossrail will in future increase the PTAL rating.

The proposals are for a mixed use development with the following quantum provided in the Transport Assessment (TA):

Residential = 483 units (The parameter scheme seeks a maximum of 510 units)  
Offices (B1) = 49,297 sq.m (The parameter scheme seeks a maximum of 54,402 sq.m)  
Industrial (B2) = 951m  
Commercial (A1/A3/A4/A5) = 3400 sq.m  
Museum (D1) = 738 sq.m  
Venue (D1) = 557 sq.m  
Cinema (D2) = 3366 sq.m

There are a number of light industrial and office buildings on site with a total existing developed floor area of 56,345 sqm with an estimated 550 parking spaces on site. The office buildings on the western section of the site are mostly unoccupied, whilst the central area is unused. The site includes locally listed buildings: the Record Store and the Shipping Building, located towards the south west corner of the site, the Powerhouse in the centre of the site fronting Blyth Road and the Pressing Plant, located to the east.

Adjacent to the site, the current street network comprises of a small one way network of roads along residential streets to the east (Part of Blyth Road, Clayton Road and Clarendon Road) and the two way streets Trevor Road and part of Blyth Road to the north and west respectively.

Blyth Road is a one way street from Clayton Road near to Station Road until the junction with Trevor Road where it continues as a wide two way street to Dawley Road to the west, connecting with the strategic road network and creating a clear axis along the north of the site. The one way section incorporates on street parking on both sides and uses pinch points to slow traffic.

In terms of access to the site there are two existing vehicle entry/exit points in use to the west of the Blyth Road/Trevor Road junction. Historically there were a number of vehicle access points on the one way section of Blyth Road but these are currently not in use as this part of the site is surrounded by a hoarding. All of the redundant accesses should be stopped up and associated crossovers reinstated. These works should form part of the s278 Agreement.

Cycling facilities in Hayes are not very well developed. There are dedicated cycle lanes on few roads, such as southern stretch of Station Road or the west of Dawley Road. Cycle lanes are generally indicated by green asphalt and tend to end before junctions or roundabouts.

## Accident Analysis

Analysis has been carried out of reported accidents over a period of 5 years between 1 January 2007 and 31 December 2011 of the local area shown in figure 2.6 of the TA. During this period, there were a total of 98 collisions in the study area resulting in 124 casualties. The accidents included 12 collisions resulting in serious injury and 86 collisions resulting in slight injury. There were no fatal accidents.

Largely the pattern of the collision data suggests that the main junctions requiring improvements are North Hyde Road / Station Road signal junction where just over a quarter of the 40 reported accidents at the junction of North Hyde Road and Station Road junction in the past 5 years involved pedestrians and the method of signal control might help to alleviate some of the accident issues, and Station Road / Clayton Road Mini Roundabout & Station Road Southern Approach including the Station Entrance where pedestrian crossing facilities at and near the junction should be reviewed.

## Traffic Impact and Highway Improvements

Below is the list of committed development sites, which have been included within the TA for purposes of assessment traffic impact.

- i. 20 Blyth Road
- ii. Gatefold Building
- iii. High Point Village
- iv. Maccess Site
- v. Unit 3 Millington Road
- vi. Southall Gas Works

These two extant consents listed below excluding the area of the Gatefold Building have been combined to effectively form a development that could be implemented by the applicant. This forms part of the 2019 Base Case scenario.

2001 Consent - Refurbishment of The Shipping Building, the Cabinet Building and the Record Store to provide 45,409 sq m of B1 office space.

2007 Consent - Mixed use development comprising residential, light industrial, office and commercial space.

The TA includes assessment of the movement conditions, baseline, opening year 2019 and 5 years after opening traffic impact on the surrounding highway network by calculating and distributing the development trips by different modes of transport on the transport network and analysing the traffic impact.

In terms of the highway network, a series of assessments has been undertaken at junctions within the vicinity of the site. The highway improvements required are listed below, which should be secured by way of a S106 Agreement.

### 1. Junction Improvement Works

- i) North Hyde Road/Station Road Signal Junction (alternations to existing layout and revised modelling, signal works);
- ii) North Hyde Road/Dawley Road Roundabout (alterations to existing layout);
- iii) Trevor Road/Clayton Road/Printinghouse Lane (new signals);
- iv) Blyth Road/Trevor Road (alternations to existing junction);
- v) Blyth Road/Dawley Road Roundabout (alterations to existing layout);
- vi) Blyth Road/Clayton Road Junction (improvements to existing layout);
- vii) Creating new accesses on Blyth Road and Dawley Road, and stopping up of all redundant

accesses and reinstatement of associated crossovers.

## 2. Cycling Works

- i) Blyth Road/Station/Hayes Town Centre Connection;
- ii) Canal Towpaths/Lake Farm Country Park & North Hayes Connection;
- iii) North West Hayes Connection;
- iv) Southern Dawley Road/North Hyde Road Connection

## 3) Internal Roads

i) Detail design of all internal roads including construction details, lighting and drainage to be submitted to and approved by the Council and constructed to the Council satisfaction. Developer shall bear the full costs of the Council's detail design checking and site inspection,

4) Resurface the carriageway and footways on Blyth Road between Blyth Road/Dawley Road junction and eastern boundary of 20 Blyth Road

5) Improvements to bus stop on Clarendon Road (additional passenger information and raising the kerb height to at least 125 mm above the road for the bus stop on Clarendon Road).

6) Developer to carry out the study of the on-street parking situation in the surrounding area and implement the works to extend the parking management scheme and other parking restrictions.

The junction of North Hyde Road and Station Road is a key node within the overall road network of the Hayes area. The assessment shows that this junction is currently operating over its practical capacity in both AM and PM peak periods. The future traffic growth and committed developments in the surrounding area will have further adverse impact on this junction. The impact of this major development will have a considerable affect in both AM and PM peak periods on this already over saturated junction and triggers a strong need to carry out junction improvement works including signal works and physical improvements as shown on drawing no. 1615/02/05 Rev from Alan Baxter. The works will be required to be implemented at the same time as those that are to be carried out to this junction by the recently approved development at appeal for an Asda Superstore with Petrol Station. Unless this is secured there is a real risk of creating a gridlock of traffic at this junction, resulting in significant adverse impact on both existing sites and future developments in Hayes and also resulting in adverse impact from transport economics viewpoint. The developer is proposing to increase the signal cycle times in order to relieve some congestion, however this alone will not have a material impact on the capacity of the junction and would lead to other issues relating to waiting times and the works to be implemented by the Asda development. The traffic modelling has a number of other issues including the maximum parameter scheme not being considered, and inconsistencies in existing cycle times used for North Hyde Road/Station Road junction. The traffic modelling will need to be revised at the detail design and implementation stage subject to the outcome of the planning committee's decision.

## Access and Layout

The environment created within the development will aim to give priority to pedestrians and cyclists through the use of a network of pedestrianised and shared surface streets. The vast majority of streets within the proposed development will be two way and will be a single level surface. The single level surface will have a flush kerb demarking what is primarily a vehicle route from what is primarily a pedestrian route. The streets will be paved from building line to building line and will have similar materials in both the vehicle and pedestrian routes but the paving elements will be smaller in the vehicle routes. There are some areas of the development where there are straight streets of some lengths and will therefore require traffic calming measures. Street furniture will also be used to define vehicle and pedestrian areas. Outside of the development some improvements are proposed for pedestrians and cyclists in order to encourage these sustainable modes and achieve integration with the existing movement network.



The access and site layout is broadly considered suitable for cars, refuse and service vehicles to use, subject to further details and adjustments being made at the next design stage to ensure acceptability.

Five vehicular access points are proposed for the development, four of which are located on Blyth Road. The main entry/exit access to the two multi storey car parks and surface car parking is proposed at the western end of the site Access to these car parks as well as car parking within the Assembly Building will also be provided by the entry/exit to the west of Trevor Road. Two entry/exit points are proposed on the one way section of Blyth Road, which would primarily provide access to the Machine Store and Material Store. Due to Blyth Road being one way these access points would be left in/left out only.

In order to improve the site s permeability and to relieve pressure on the Blyth Road/Dawley Road roundabout created by the substantial number of vehicles that would be leaving the development during the PM peak heading for destinations to the south, a new access point is also proposed on Dawley Road. This access will be designed with physical measures restricting right turning in and out of the access in order to minimise the impact on traffic flow on Dawley Road and minimise potential conflicts with traffic on using the existing access on the west side of Dawley Road. In order to prevent rat running , this access should preferably be controlled by ENPR or alternatively by rising barrier with a pin code made available to those employed at the development and changed on a weekly basis. Layout, design and control of this access should be covered through a planning condition.

All of the streets would allow for two way vehicle circulation with the exception of a short one way section between the Assembly Building and the Record Store. The purpose of this one way section is to require vehicles coming from the west to the Machine Store or Material Store, to use the access points on the one way section of Blyth Road.

The Groove will be a pedestrianised street, however access will be allowed between 10am and 12pm to enable servicing and deliveries. Only emergency and maintenance vehicles will be allowed on other sections of The Groove. Seven loading bays (each approximately 14m in length and 3m in width) are proposed throughout the development. A strict parking, servicing and delivery management scheme should be implemented to ensure that servicing and delivery vehicles park within the delivery areas for a short period of time, and servicing and deliveries from The Groove are carried out strictly between 10am and 12pm. Parking, Servicing and Delivery Management Scheme should be covered by way of a planning condition or within the S106 Agreement.

#### Parking

The development proposes to provide 1,540 parking spaces. The parking is to be allocated to different uses proposed at the site as per the break down below. A detailed break down is provided in table 5.3 of the TA:

Office	882
Industrial	2
Residential	365
Commercial, cinema, restaurant, leisure	291
Total	1,540

A parking allocation and management scheme should be implemented with a periodic review mechanism. This should be covered by way of a suitable planning condition or within the S106 Agreement.

It is noted that the proposed office parking provision is significantly above the Council s maximum

parking standard of 1 space per 100 square metres.

Under application reference 51588/APP/2000/1827 consent was granted in 2001 for the refurbishment of the Shipping Building, the Cabinet Building and the Record Store (Total B1 office space: 45,505 sq m). Included as part of this consent was the provision of 1,514 car parking spaces, which equates to 1 space per 30 square metres of office space.

As that consent has been implemented, the permission remains extant and forms a material planning consideration in the determination of the current proposal.

The current outline planning application is effectively seeking to provide a lower provision of 1 space per 62 square metres of office space, and is therefore considered acceptable. The office car parking should be made available for other commercial parking and for visitors of the residents during evenings and weekends. A visitor parking permit scheme should be implemented on site for the residents of the development.

Non office commercial car parking is proposed to be 291, which is considered excessive. There are public car parks in the surrounding area with the ample spare parking capacity The Urban Initiative study undertaken in 2012 for the Council identified an existing over supply of parking in Hayes town centre (30% of total spaces available throughout the day). The developer has not submitted any satisfactory evidence to justify the level of car parking proposed.

10% of car parking spaces for the residential and office elements of the development should be disabled spaces. A minimum of 7% and 3% of car parking for non office commercial elements should be disabled spaces and brown badge holder spaces respectively.

On the basis of 483 residential units, the proposed residential car parking of 365 spaces equates to 0.76 space per flat against the Council's maximum car parking standard of 1.5 space per flat is considered acceptable. It however noted that the parameter proposals seek permission for a maximum of 510 residential units. A condition should be attached requiring car parking at 0.75 per unit which is consistent with the level of parking approved at the former Gatefold Building.

1 in 5 spaces are proposed to be provided with electrical charging point to encourage the uptake of electric vehicles. The London Plan requires half of them to be active and the other half being a passive provision for the future.

The development proposes 82 motorcycle spaces which accords with the Council's standards of 1 motorcycle parking space per 20 car parking spaces. Employee motorcycle and cycle changing facilities would be provided in both existing retained buildings and new buildings.

A total of 1085 cycle parking spaces are proposed. Breakdown of these spaces is provided in table 5.6 of TA. The proposed cycle parking provision is considered acceptable.

#### Construction Traffic

A Construction Logistics Plan (CLP) should be secured by way of a planning condition or S106 Agreement. This should include (but not limited to):

- Construction traffic generation by development phase;
- Access routes;
- Contractor parking;
- Deliveries to avoid highway network peak hours and traffic sensitive hours;
- Construction staff travel plan
- Measures to manage localised priorities

#### Travel Plan

Full Travel Plans should be submitted and approved at the detail design stage and implemented prior to occupation of the development. The travel plans should be included and managed in the form of a Master Travel plan for the development. This should be covered through a planning condition and/or S106 Agreement.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

In his written ministerial Statement Planning for Growth (23rd March 2011), the Minister for Decentralisation at the time (Rt. Hon Greg Clark), outlined that the planning system has a key role in ensuring that the sustainable development for economic growth, is able to proceed as easily and quickly as possible. In his statement he outlined the government's expectation of a presumption in favour of sustainable economic development, which was enshrined as the Key policy of the NPPF.

The site is located within a Business and Industrial Area (IBA) as identified by the Policies of the adopted UDP (Saved Policies September 2007). The western part of the site is located within the Heathrow Opportunity Area and is identified as Strategic Industrial Land (SIL) and particularly as a Preferred Industrial Location (PIL) by the London Plan (July 2011). The eastern part of the site is not designated as Strategic Industrial Land.

While the proposed mix of uses do not adhere to IBA or SIL policy, it must be remembered that the 2001 permission allowed a mix of uses (including residential) on the site. That consent has been acted upon and is a material consideration in the determination of this application.

The existing site is largely vacant, with the exception of part of the Shipping Building which was refurbished following the granting of planning permission in 2001. The applicant has provided a detailed and confidential review of the measures taken to market the immediately available Shipping Building and the, still to be refurbished, Cabinet Building, with both offers struggling to attract tenants. The report concludes that including a mixed use residential, retail and leisure offerings alongside the employment land within the scheme would improve the attractiveness of the commercial offer to potential B1 occupiers.

The applicant has stated that the scheme will deliver up to 4000 jobs at the site and will also provide up to 510 dwellings, both of which accord with the objectives of the Heathrow Opportunity Area. In addition the proposal would result in a net increase of up to 10,800 square metres of B1 floor space (including 2,914 square metres in a separate application for the cabinet building) at TOVF site.

As part of their stage 1 response the GLA acknowledged that the loss of SIL is accepted on balance, due to the employment floor space uplift, the net jobs increase, the regeneration benefits to the Hayes Area, and the Council's on going policy work in relation to the release of employment land within the Borough. However, this acceptance of the loss of SIL was based on the final publication of the Hillingdon Core Strategy. Since the Stage 1 response from the GLA, the Council has adopted the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) which, as previously stated, identifies Blyth Road as an area suitable for a release of industrial and warehousing land, with a more detailed review of such land being undertaken as part of the production of the Hillingdon Local Plan: Part 2 - Site Specific Policies. Therefore, no objection is raised to the principle of using the land for a mixed use development in this instance.

### **7.02 Density of the proposed development**

The site's current Public Transport Accessibility Level (PTAL) ranges from 3 to 1 heading

east to west across the site. However once the proposed Hayes and Harlington Crossrail Station is operational, scheduled for approximately 2018, the site's PTAL will increase from between 4 - 2 across the site. On this basis, the London Plan's density matrix indicates that a density range of between 70 - 260 units per hectare would be acceptable (assuming an average of 3 habitable rooms per unit).

Based on the maximum limits within the parameter plans, the density when calculated across the whole of the application site, based on 5.004ha, equates to approximately 189 units per hectare.

The density calculation based on the area of the residential blocks only, some 2.695ha, comprises approximately 224 units per hectare.

The proposed density of the scheme is considered acceptable given that it is within the recommended density ranges as prescribed by the London Plan. Further more, the plans show that sufficient levels of public, semi-private, and private amenity spaces will be available to future residents and that the unit sizes are capable of achieving the recommended standards contained within the London Plan residential guidelines.

The new homes will also benefit from the immediate proximity of a range of uses and will be within a 5 - 10 minute walk from the Hayes and Harlington Station and Hayes Town Centre as well as a range of bus services.

#### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

English Heritage have confirmed that the proposed development is acceptable subject to conditions.

In accordance with the recommendations given in paragraphs 135 and 141 of the NPPF and in the borough's local policies, a condition is included that requires a record to be made of the heritage assets prior to development, in order to preserve and enhance the understanding of them.

#### **7.04 Airport safeguarding**

In order to protect the Inner Horizontal Surface safeguarding area for Heathrow Airport, no part of the development, including plant, should rise above 67.93m AOD.

The highest part of the development, as controlled by the Heights Parameter Plan, is proposed to be 66.90m AOD. The existing chimney of the Boiler House is 69.34m AOD and it is proposed to be retained at this height.

Therefore as no part of the development rises above the 67.93m AOD limit, other than the existing chimney, the scheme is therefore acceptable in this respect. There has been no response from BAA to this application. They were formally consulted.

#### **7.05 Impact on the green belt**

Not Applicable

#### **7.07 Impact on the character & appearance of the area**

The proposals will have a major and beneficial impact on the character and appearance of the site itself and the wider environs. They celebrate and expose the site's music related history, create new innovative uses for the retained buildings, and create a new and complimentary morphology for the retained historic buildings.

The site, while containing some handsome, simple modernist industrial buildings, together with some earlier historic buildings of merit, remains blighted through its inability to attract

commercial tenants or sufficient levels of investment to refurbish the existing buildings. As a result the site has a number of derelict buildings in varying states of disrepair. Part of the site is a protected Conservation Area. However as a result of the long term dilapidated state of the buildings, it is classified by English Heritage as an 'at risk' Conservation Area.

The Blyth Road frontage is exceptionally blighted with the Pressing Plant and Power Station buildings fronting the eastern part of the site remaining long term boarded up and derelict. The western part of the site is characterised by a large expanse of surface car parking.

The buildings of merit are therefore marred not only by dereliction but also by a low grade surrounding environment on the site.

The proposal keeps all buildings of architectural, historical and social merit. It also re-establishes the historic urban grain, introduces new uses into retained buildings, creates new large complimentary buildings, shapes the plan to create and celebrate key views into and out of the site, and provides the framework for creating a mixed use community with a wide range of day and evening activities and new employment opportunities.

The indicative public realm, rich in historical references, is a further significant benefit that has the potential to significantly enrich the appearance and character of the area.

As a result, it is considered that the proposals will therefore have a major beneficial impact on the character of the site and the appearance of the wider area in general.

#### **7.08 Impact on neighbours**

There are three resident groups who are impacted upon by the development, each of which is considered below:

1. Blyth and Clayton Roads - The 'adverse' impact arising from the proposals is that of additional traffic movements onto these roads. However, the consented extant development allows for a similar number of parking spaces as the spaces proposed which would therefore have generated similar traffic movements and impact. Also, the traffic impact associated with this development is considered to be balanced by the strategic benefits the proposals will provide to the wider Hayes environs (and beyond).

The residents of Blyth and Clayton Road will also benefit from the environmental enhancements proposed to Blyth Road as well as the radical improvements associated with the new development including the variety of opportunities, such as employment opportunities, and the new leisure and cultural facilities being provided. The impact on the existing Blyth and Clayton Road is, on balance, considered to be 'neutral'.

2. Dawley Road - there are 22 x two storey terraced houses on Dawley Road that back onto the western part of the application site. The proposals show a planted buffer to the back of the rear gardens of these houses, designed to provide a green screen between the site and existing homes. The Veneer Store is a large multi storey car park located to Blyth Road. The rear of this building is located, at its closest, 36m to the rear of the terrace, and 55m at its maximum distance. The Record Stack car park is located to the north east of these houses and is located, at its closest point, 55m from the rear of the last house on the street. An acoustic strategy and report will be required at reserved matters stage for this building to ensure that the noise levels associated with the car parks will not be harmful to these residents.

A reinstated vehicular and new pedestrian access (the Groove) will connect Dawley Road



back in to the site. This will be of benefit to the Dawley Road residents who will have a fine public realm and access route into and out of the site, and beyond, and therefore direct access to the range of facilities and opportunities proposed for the site.

The impact on the Dawley Road is therefore considered to be 'neutral to positive'.

3. Keith Road (north side) - the north side of Keith Road comprises semi detached houses with rear gardens backing onto the railway line. The site lies beyond the railway line to the north with the edge of the nearest building, proposed and existing, being in excess of 70m away from the rears of the Keith Road houses. The outlook from these houses is currently poor looking as they do onto a largely derelict site. The proposals will radically improve the outlook from these homes.

The impact on the residents of Keith Road is therefore considered to be 'positive'.

#### **7.09 Living conditions for future occupiers**

Although this is an outline application, it is accompanied by detailed parameter plans together with indicative layouts, including internal flat layouts, of each of the proposed and refurbished buildings.

These have been assessed against the Council's '21m rule' and demonstrate the ability to adequately address this primary amenity requirement across the site through a combination of careful spacing of the buildings, the potential location of habitable rooms, and the orientation of fenestration.

The units are to be designed to Lifetime Homes Standards and to comply with the internal space standards of the Draft London Plan Housing Design Guidelines, ensuring acceptable internal space standards and layout configurations.

The provision of resident only private and semi private amenity space, including specific children's play facilities, is in excess of the Borough's minimum HDAS requirements and is to be provided through a combination of podium and roof top gardens, balconies and terraces.

The proposals include 12,629sqm of semi private amenity space for the sole use of the residents of the various blocks, which accords with the Council's amenity space standards.

In total, the proposal provides for 1,267sqm of children's play areas contained in the following locations:

Publicly Accessible: Vinyl Square - 300sqm, and Powerhouse Grove - 165sqm

Privately Accessible: Assembly Building - 395sqm; Material Store 207 sqm; and Machine Store - 200sqm.

There are a number of public spaces within the scheme to which residents will have immediate and easy access including public children's play facilities and a series of squares and 'pocket parks'.

Noise attenuation methods have been proposed and the details of these will be conditioned and controlled at reserved matters stage. The Council's EPU do not object to the scheme.

Levels of legibility throughout the scheme are high and the principles of Secure by Design, including the use of CCTV, adhered to.

Combined with the potential for fine architecture and landscape architecture, the living conditions for future residents are likely to be of a high quality within a unique urban environment.

## **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

### **PARKING COMMENTS**

#### **POLICY BACKGROUND**

Policy AM14 of the adopted UDP (Saved Policies September 2012) states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards.

Policy 6.19 of the London Plan (July 2011) states that the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. As such, the maximum parking standards set out within the London Plan should be applied to planning applications.

On 12th April 2001 planning permission was granted, application reference 51588/APP/2000/1418, for alterations to the parking layout at the site, with consent granted for the creation of up to 1,590 surface car parking spaces with a parking ratio of 1 space per 30 square metres. This permission has been implemented and remains extant. Given the extant nature of this application, the applicant has the option of creating up to 1,590 spaces at the site regardless of the outcome of this application. Therefore, this fall back position would form a material consideration which should be given significant weight in the determination of this application.

#### **RESIDENTIAL PARKING**

The adopted Car Parking Standards contained within the UDP (Saved Policies September 2007) requires flats without their individual curtilages to provide a maximum number of parking spaces of 1.5 spaces per dwelling. The London Plan Car Parking Standards are based upon the number of bedrooms per dwelling, with 4 bedroom units allowing a maximum standard of 2 spaces per dwelling, a three bedroom unit 1.5 spaces per dwelling and a 1 or 2 bedroom unit requiring less than 1 space per dwelling.

The proposal would provide 0.75 spaces per residential dwelling, which is consistent with the residential provision provided for the Gatefold development, 20 Blyth Road, and other recently consented schemes in the surrounding Hayes area. Furthermore, the applicant has stated that all apartments of three or more bedrooms would be allocated one parking space for their sole use. Transport for London (TFL) and the Highways Officer have raised no objection to the proposed level of residential parking and this level would be secured by condition attached to any approval.

#### **OFFICE PARKING**

The application is for up to 11,105 square metres of B1 space which, when added to the existing floor space of the Shipping Building, the Record Store and the extended Cabinet Building (the extension to which is being considered in conjunction with this application, ref: 59872/APP/2012/1839), would provide a total B1 space at the wider TOVF site of 54,309 square metres. The parking allocation contained within chapter 5.3 of the Transport Assessment states that 985 spaces would be provided for the B1 uses, giving a

site wide parking ratio of 1 space per 55.13 square metres.

Transport for London has raised an objection to the parking provision based on the site exceeding the maximum standard of 1 space per 100 square metres. However, the extant permission, with a B1 parking provision of nearly double the ratio proposed, ensures that the current proposal provides a much improved B1 parking provision at the site and is considered to be a far more desirable option than the applicant's fall back position. For this reason, the Highways Officer has raised no objection to the level of B1 parking space at the site.

In a letter to the applicant dated 7th November 2012 Transport for London raised a further objection, in that the Council was placed too much weight to the extant permission as a material consideration. They are of the opinion that as the London Plan Policy Car Parking Plan Standards have changed since the approval of the extant permission in 2001, the change in policy carries more weight as a material planning consideration than the extant consent.

Whilst the car parking provision at the site is above the maximum standards set by the adopted UDP (Saved Policies September 2007) and the London Plan (July 2011), the development needs to be viewed in the context of the surrounding areas. The regeneration of TOVF site is dependent on the ability of the scheme to attract businesses and employers into the B1 space provided. A number of neighbouring developments, including the nearby Stockley Park, provide car parking at a ratio far lower than the level being proposed at the site. Therefore, the provision of a parking ratio of 1 to 100 square metres is considered to undermine the ability of the scheme to attract the employers to help drive the regeneration of the site. The applicant has submitted, in support of the application, three letters from leading west London office agents, who have confirmed a level of parking of 1 to 100 square metres would struggle to compete with neighbouring offers and impact on the viability of the application. Further to this, at a sub regional level, South Buckinghamshire DC and Slough BC have higher lower maximum parking standards at 1 space per 25 sqm and 1 space per 40 sqm respectively. TFL have rejected the use of these standards as ground of comparison. However, the B1 office space at TOVF site will be in competition for tenants with developments in other Boroughs with more generous parking offers. The applicant has undertaken a survey of the staff currently working within the shipping building, which has shown that 85% currently travel to work by car. The provision of Crossrail and the implementation of a green travel plan will improve the modal shift away from reliance on car. However, a 1 to 100 square metre ratio would require a drop to 20% of staff travelling to work by car, again indicating that a higher parking ratio would be required to provide a viable B1 offer at the site.

The principle of using historic permissions to set the baseline in terms of parking was used in Stockley Park Phase 3, where TFL and the GLA accepted that the historic permission set the parking baseline.

In conclusion, the extant permission forms a material consideration of significant weight. Therefore, the proposed development is considered to lead to a major improvement in the parking provision which available to the applicant to implement at the site. Given the competition from neighbouring developments, the provision of parking at a standard above 1 space per 100 square metres is required to provide a viable B1 offering at the site. The National Planning Policy Framework requires a presumption in favour of sustainable economic development, which consists of the environmental, social and economic issues related to each application. In this instance, the environmental impact of a B1 parking standard above the local and regional policy is considered to be outweighed



by the economic and social benefits of job creation and the regeneration of an at risk conservation area. Therefore, no objection is raised to the level of B1 parking at the site.

#### LEISURE PARKING

The adopted Car Parking Standards contained within the UDP (Saved Policies September 2007) requires a maximum standard of 1 space per 50sqm for A2 - A5 use, with an A1 standard not provided. The London Plan (July 2011) requires a maximum standard of between 50 - 35 for site with a PTAL score of between 4 and 2. The parking standard proposed for the retail space is 1 space per 50sqm. Both TFL and the Highways Officer are of the opinion that the restaurant provision is intrinsically linked to the cinema provision and believe that the leisure parking provision at the site should be more widely shared with the office use.

The adopted Car Parking Standards contained within the UDP (Saved Policies September 2007) and the London Plan (July 2011) provide no set standard for car parking in connection with Cinema uses. The adopted Car Parking Standards requires parking provision to be based on a transport assessment and travel plan and the London Plan requires the parking provision should be limited to operational needs for sites with a PTAL score of between 4 - 6.

The applicant allocated a provision of 220 spaces for use by the cinema within the Parking Allocation in chapter 5.3 of the Transport Assessment. TFL and the Highways Officer have both objected to the provision of 220 spaces for the cinema at the site, given the large number of spaces which will be vacant at the site during the evening hours and weekends, once the offices are in limited use. The applicant has undertaken surveys of the parking capacity of a number of cinemas and also parking surveys of cinemas during the school holidays and whilst these indicate the proposal would be an under-provision compared to a normal cinema offering, the edge of town and outer London location of the proposal is somewhat of an anomaly. Most cinemas in these locations are set within leisure complexes with large levels of surface parking and low residential densities. Therefore, the surveys offer little in supporting evidence for the originally proposed level of parking.

In counter argument to the above, the applicant has provided a letter in support of the parking levels from a leading leisure space agent. It is their opinion that a level of parking less than 220 spaces for use by the cinema will cause a significant issue with securing one of only four cinema operators in Britain who would occupy a cinema with a capacity of 1,099 seats.

In recognition that the level of parking for the cinema is considered high, the applicant has reduced the number of non-residential spaces across the site by 100 spaces. The provision of car parking at the site will be controlled by condition, with a car parking management plan providing details of shared parking spaces between the office and cinema uses at the site. A further condition would also be added requiring the provision of a car parking review mechanism prior to the commencement of each phase. The assessment will review the proposed parking at the site to see if a reduction in the parking level could be accommodated, to yet further reduce the parking levels at the site.

In conclusion, the extant permission at the site which would allow for higher number of total spaces than is being proposed. The reduction in the total number of non-residential parking spaces at the site and the provision of a car parking management plan to ensure the provision of shared spaces at the site, is considered to sufficiently reduce the reliance upon travel by car to and from the site, but would also ensure a viable offering to secure a

cinema operator at the site.

#### DISABLED & ELECTRICAL PARKING SPACES

The adopted Car Parking Standard contained within the adopted UDP (Saved Policies September 2007) and the London Plan Parking Standards requires disabled spaces to be 3.6 metres x 4.8 metres, with 10% of all parking spaces being provided to this standard.

The applicant has stated in paragraph 5.3.2 of the Transport Assessment that a minimum of 167 spaces will be provided, which met the 10% requirement at the originally proposed 1,640 spaces. The provision of 10% of all parking spaces to be to the mobility standards will be secured by condition.

Policy 6.13 of the London Plan (July 2011) requires 1 in 5 spaces (both active and passive) to provide an electrical charging points to encourage electric vehicles. In paragraph 5.3.3 of the Transport Assessment the applicant has stated that this requirement will be met with 328 spaces proposed against the previously original provision of 1,640 spaces, with half of these spaces being active, to meet the requirements of the London Plan. The provision of electrical spaces in the reserved matters application will be secured by condition.

#### MOTORCYCLE PARKING

The adopted Car Parking Standards contained within the adopted UDP (Saved Policies September 2007) requires 1 space per 20 car parking spaces. In chapter 5.3.2 of the Transport Assessment the applicant has stated that 82 motorcycle spaces would be provided against the original provision of 1,640 spaces, in accordance with the adopted Car Parking Standard. The provision of 1 motorcycle space per 20 parking spaces will be secured by condition.

#### BICYCLE PARKING

The applicant has proposed that 1,085 cycles spaces are provided to which Transport for London and the Highways Officer raised no objection, but requested that residential visitor cycle spaces should also be provided within this allocation. The provision and allocation of the proposed cycle spaces will be secured by condition.

#### TRAFFIC IMPACT

The applicant has undertaken a Traffic Assessment based on the indicative site layouts provided in support of the application. The Highways Officer has reviewed the assessment and works to six junctions would be required and secured as part of the s.106 agreement, with new accesses created on Blyth Road and Dawley Road into the site. The Highways Officer has made particular reference to the North Hyde Road and Station Road junction which is a key node within the overall network of the Hayes area and is over its practical capacity in both AM & PM peak periods. The proposed development combined with the committed developments in the surrounding area will have a further adverse impact on this junction. The developer is proposing to increase the signal cycle times in order to relieve some congestion, however, this will not have a material impact on the capacity of the junction. Therefore, mitigation works to offsite highways junctions are to be secured by way of legal agreement.

#### PEDESTRIAN MOVEMENTS

The environment created within the development will aim to give priority to pedestrians through a network of pedestrianised and shared surfaced streets. The level surface will have flush kerb marking the vehicle routes from pedestrianised areas, with street furniture

further identifying the areas allocated for vehicles and pedestrians. The proposed development would vastly improve pedestrian movement around this area of Hayes and the Groove has been designed with Blyth Road remaining at the top of the pedestrian movement hierarchy. The Highway Officer has reviewed the proposed layout and has raised no objection to the proposal on pedestrian safety ground. Therefore, the development is considered to comply with Policy AM8 of the adopted UDP (Saved Policies September 2007) and Policy 6.10 of the London Plan (July 2011).

#### **7.11 Urban design, access and security**

##### **BUILDING BULK AND SCALE**

the bulk and scale of the proposals have been informed by the existing morphology which is a series of large building positioned in a campus like configuration. The existing retained buildings are large 'free-standing' structures. The new build reflects this with only one building to the Blythe Road frontage being significantly taller than the existing buildings. The bulk and scale of the proposed development is therefore compatible with the existing buildings and compliments there setting in an acceptable manner. Their considered configuration creates a highly permeable and legible urban form which further supports the indicative scale of the proposed bulk and massing proportions.

##### **IMPACT ON THE PUBLIC REALM**

The proposals will radically enhance the interface of the adjacent public realm, in particular, that of the main adjacent road Blyth Road. A promenade of detached buildings are shown lining this street, punctuated by the main new civic space, Vinyl Square, each of which has active and therefore animated ground floor uses.

The Public realm within the scheme is shown on indicative plans and referred to in detail within the accompanying Design and Access Statement. It comprises a unique and bespoke design with historic references to the music industry form a key component. The indicative designs are of an exceptionally high quality with the potential to create an outstanding public realm within the site.

##### **PRIVATE AMENITY SPACE**

the proposals will provide private/semi private amenity space for each unit in the form of roof top and podium level gardens. There are also likely to be private balconies and terraces provided to the majority of the new units coming forward which will increase this provision still further. However, as the application is for outline consent, details of balconies etc would be considered at reserved matters stage.

##### **AMENITIES CREATED FOR FUTURE OCCUPIERS**

The scheme comprises a range of uses including new leisure, cultural and retail facilities which will be of benefit to the new residents. There are also a series of well interconnected public squares and spaces that are to be landscaped with a combination of hard and soft landscaping. There are also to be two public playgrounds within the public realm for use by all children living and visiting the site. Roof gardens at podium and roof top levels will provide outdoor semi private space to residents within each block.

##### **SITING**

The layout of the buildings and spaces on the site responds to the historic grain of the site and comprises a series of interconnected public spaces with the potential of creating a fine setting for the new and existing buildings and uses on the site. The indicative designs provide a rich flavour of the potential for the detailed designs that are to be submitted for consideration at reserved Matters stage, subject to securing outline consent.

## RESIDENTIAL LIVING CONDITIONS

The living conditions will be fully determined at Reserved Matters stage. However, the parameter plans have been designed to ensure that all new homes are capable of achieving the minimum room/unit sizes as required by the Draft London Housing Design Guide 2011 and therefore meeting contemporary space standards.

The parameter plans show that all units can comply with the Council's requirements of a separation of 21m between primary rooms in order to adequately protect privacy of future occupants. Noise controls, between the homes, between the homes and the lower floor commercial uses, and from the railway and other uses on the site are to be subject to control through the imposition of planning conditions which will be considered and controlled in detail at the Reserved Matters stage.

The public realm across the site has the potential, and is shown in indicative supporting information, to be of an exceptionally high standard and will also be controlled at Reserved Matters Stage. Combined, the residential living conditions of future occupants is likely to be of a good and therefore acceptable standard.

## LAYOUT

The layout of the scheme reflects the original historic street pattern. It is highly permeable and legible and with active uses to the overwhelming majority of the ground floor, the layout of the scheme is likely to result in a safe and enjoyable as well as highly animated public realm. The buildings have been configured to ensure sufficient levels of privacy can be achieved between units as well as ensuring sufficient penetration of sunlight and daylight in the buildings and the associated public realm.

The layout radically enhances Blyth Road with a series of free standing buildings and a large new civic square. It has also been designed to carefully expose key architectural characteristics of the retained locally listed buildings on the site.

## MIX OF UNITS

The council's housing service is satisfied that the mix of residential units proposed is in accordance with the Council's projected housing needs for this type of development in this location. It contains a mix of 1 - 4 bed units.

### **7.12 Disabled access**

The homes are to be designed to Lifetime Homes Standards and 10% of units will be designed to full wheelchair mobility standard. Disabled parking provision has also been provided across the site with 10% of the overall provision. The Council's Access Officer has been consulted on the proposals and considers them acceptable.

### **7.13 Provision of affordable & special needs housing**

The applicant proposes to provide 5% social/affordable housing. There are also to be 10% of wheelchair units provided throughout the development. And all homes are to accord with the standards of Lifetime Homes provision.

The quantum of affordable housing has been dictated by the Viability Assessment and given that the Assessment has been independently assessed and found to be robust, this level of provision is considered acceptable in this context.

It is to be bound to the proposal through the accompanying S106 Planning Obligation.

The housing is to be designed to Lifetime Homes standards with 10% of all units being designed to wheelchair accessible standards.

### **7.14 Trees, landscaping and Ecology**

While the proposal sees the loss of the majority of the existing trees on the site, which largely frame the existing surface car parking areas, it includes the proposal for significant levels of new tree planting together with other soft landscaping areas.

All the public spaces will contain new trees with, for example, 20 new trees proposed within Powerhouse Square and a new Birch tree Grove, Veneer Grove, planted to the rear of the Dawley Road houses.

The proposal also includes green and/or brown roofs which will further support ecology on the site.

The indicative landscape plans show an exceptionally well designed landscape scheme although the details of this will be subject to further consideration at Reserved Matters stage.

#### **7.15 Sustainable waste management**

Refuse collection vehicles can access all relevant parts of the site. Refuse storage is to be secured by way of planning condition.

#### **7.16 Renewable energy / Sustainability**

##### **SUSTAINABILITY**

The sustainability strategy for the development and each building has been assessed against the following benchmarks:

- The summary checklist from the GLA's Supplementary Planning Guidance on Sustainable Design and Construction
- BREEAM assessments to suit the type and use of the new buildings
- Code for Sustainable Homes November 2011 for the dwellings

The accompanying Sustainability Report reviews the development as a whole against the London Plan Sustainability Checklist.

Code and BREEAM pre-assessments have not been undertaken because the application design is not sufficiently advanced to allow building specific pre-assessment to be provided. The report states however that the following strategy will be progressed at the detailed design stage:

- The dwellings will achieve Code Level 4
- The new build non-dwellings will seek to achieve an Excellent rating under BREEAM

Rainwater recycling will be provided to meet landscape watering requirements and will also be provided, if viable, for the Picture House and the refurbished commercial buildings.

All dwellings will achieve Lifetime homes standards. The principles of Secure by design are to be adopted throughout the scheme and will be secured by way of condition.

##### **ENERGY**

The dwellings and commercial elements will each comply with the requirements of Part L 2010 of the Building Regulations through energy efficiency measures alone.

A site wide communal energy system will be provided. A combined heat and power unit will provide significant carbon savings in comparison to a traditional services solution. The proposed Hayes-Hillingdon district heating main would be located in Blyth Road



adjacent to the site, and the site wide communal heating system will be design to allow future connection to this district heating scheme.

Low and zero carbon technologies have been provided to result in a saving or more than 30% of the regulated carbon emissions. A combination of CHP and photovoltaic cells is used. The provision of a site wide heat distribution system served from a single central plant room will allow technological change to be readily adopted in the future.

The Energy and Sustainability Strategies have been assessed by the Council's specialist Energy and Sustainability Officer who considers that the strategies are sound.

#### **7.17 Flooding or Drainage Issues**

The site is wholly within Flood Zone 1; there will be no increase in flood risk through loss of flood storage area or obstruction to flood flow routes. The surface water run-off discharge rate from the site will be targeted at greenfield rate (5 l/s/ha). This is in accordance with Environment Agency best practise and meets the Preferred Standard in the Mayor's London Plan and the requirements of the SFRA and Thames Water.

The use of SUDS within the site has been explored and, based on initial calculations, a total attenuation volume of approximately 5,000 m<sup>3</sup> will be required to achieve greenfield run-off from the site. The scheme shows a feasible solution using underground crates to provide the required storage. The total volume of attenuation necessary may be reduced at detailed design stage through the use of green roofs and infiltration SUDS techniques. The SUDs solution represents a significant improvement over the existing system.

The development will not increase flood risk elsewhere, and there will be a significant reduction in surface water flood risk.

#### **7.18 Noise or Air Quality Issues**

##### **NOISE**

The existing noise environment is dominated by road traffic to the northern half of the site and rail movements to the southern part. The noise assessment was produced based on noise data gathered in 2012 with two receptor areas selected for measurement which were considered representative of the proposed residential development and the third receptor providing an indication of noise levels currently experienced by existing residential properties on Dawley Road.

The areas adjacent to the railway line, up to 32m from the railway line edge, are those that are exposed to the highest noise levels (within NBE C) and are likely to require significant mitigation in order to produce acceptable noise levels which will include acoustic trickle ventilators as well as appropriately designed windows with high thermal/acoustic protection properties. There will be no penetrations to the facades facing the railway line for ventilation with all ventilation mechanisms taken from the 'quiet' facades of the affected buildings/units.

The remainder of the site lies within NEC B and while this also indicates that predicted noise levels would exceed guidance levels as stated in BS 8233, an appropriate fenestration specification with high insulating properties are likely to produce an acceptable residential environment. Sound reducing passive ventilation or mechanical ventilation is likely to be required to meet the requirements of the Building regulations Approved Document F.

The proposed residential properties fronting onto Blyth Road fall within the NEC B during both daytime and night time periods. Residential use is considered acceptable in such a

location and the impact of noise can be readily mitigated through measures including thermal double or triple glazing.

Given that adjacent uses include a potential Music Venue together with a large multiplex cinema and associated restaurant and cafe uses, noise associated with such night time activities will also require to be effectively mitigated against.

The proposed residential properties fronting and flanking the Railway line to the south, including units in the Materials Store, the Machine Store and the Assembly Buildings (south western corner) lie within NRC C and therefore will require significant mitigation, above that provided by standard thermal double glazing, to achieve the required acceptable internal noise environment. Noise levels on exposed balconies and the amenity spaces to the podium levels are also likely to require noise mitigation measures including, for example, the use of winter gardens rather than open balconies.

Upper facade insulation will be required to those residential dwellings located to the south side of the Machine Store, Material Store and the south west corner of the Assembly Buildings together with a noise insulating barriers to the outdoor amenity space provided at podium level on these buildings.

Noise transfer between the proposed commercial units and plant areas to the residential units will need to be controlled to ensure residents are not unduly disturbed. Walls and floors that separate residential areas must comply with the standards for Building Regulations Part E which in itself provide for acceptable levels of noise attenuation.

Residential Podium Level Amenity Areas - these are positioned within the centre of the proposed residential blocks and where possible away from the dominant noise sources. Screening is however proposed to those southern edges adjacent to the railway line the details of which are to be controlled by the imposition of an appropriately worded planning condition.

The Council's Noise Officer has considered and responded to the scheme design and recommended a series of planning conditions be imposed on the development in order to control and influence the detailed attenuation methods.

The Council's Air Quality Officer has also considered and responded to the scheme design and recommended a series of planning conditions be imposed on the development in order to control and influence the detailed air quality attenuation and protection methods.

#### **7.19 Comments on Public Consultations**

The Council issued 865 consultation letters notifying adjacent residents, businesses and external agencies/organisations with an interest in the development. Site notices were also erected prominently on the site as well as the boundaries with Blyth Road and Dawley Road.

To date there have been 2 objections and two responses in support of the scheme.

One objection was from a resident located to the south west of the site, south of the railway line who objected on grounds of the effects of increased traffic to the area.

The second objection was received by the agents for Capital Shopping Centres (CSC), owner, developer and manager of 15 shopping centres throughout the UK, in relation to

the proposed cinema complex on the site and its potential competitive impact upon the Odeon Cinema within the Chimes Shopping Centre, Uxbridge.

The Council has also had regard to the quantum of consented development coming forward on the RAF Uxbridge site, including some 1400 new homes, together with other consented developments within the Chimes catchment.

It is also of relevance to consider the extent of the consented developments within the Hayes environs which will significantly increase the residential and commercial population within and adjacent to the Hayes Town Centre who will benefit from a nearby cinema as proposed on TOVF.

Having had careful regard to these factors together with an assessment of the comprehensive regenerative benefits arising from this application, it is not considered that the proposed cinema complex would significantly harm the viability of the Odeon Cinema at the Chimes.

The two letters of support strongly welcomed the scheme and the ensuing benefits.

## **7.20 Planning obligations**

In line with planning policy, the planning obligations SPD and reg 122, the planning obligations deemed necessary to make this scheme acceptable in planning terms are:

1. **Employment Safeguarding:** A programme of work to secure the refurbishment of the record store building. The programme to ensure phased restoration of the Record Store building to shell and core status. Shell to be refurbished prior to occupation of the 140th unit, with the ground floor also being fitted out to core standards at that time. At the time the ground floor is 75% let then the owner shall then fit out the first floor to core standards inclusive of the lifts. At the time the first floor is 75% let then the core works to the second shall be completed. This process to continue until the shell and core of all floors of the building have been refurbished.
2. **Construction Training:** Either a contribution equal to the formula as contained in the planning obligations SPD or an in-kind scheme delivered during all the construction phases of the development is to be agreed and implemented.
3. **Employment Strategy:** An employment strategy for the site which facilitates and promotes the employment of local people on site.
4. **Energy Centre Provision:** An obligation to secure delivery of the Energy Centre and any necessary alternative energy measures.
5. **Public Realm/Town Centre Improvements:** a financial contribution of £187,428.07.
6. **Affordable Housing:** 5% of the total scheme is to be delivered as affordable housing. A review mechanism will be incorporated into the s106 agreement to identify and secure additional affordable housing in the event of an uplift in land value as a result of improved economic conditions in the future (any increase will either be delivered on site or as a payment in lieu).
7. **Education:** A financial contribution in line with the formula as contained in the Planning Obligations SPD, revised Chapter 4 Education will be delivered.



8. Community Facility: Either the delivery of a music (EMI) museum on the site or a financial contribution in the sum of £100,000 to be secured.

9. Health: A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £216.67 per person.

10. Libraries: A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £23 per person.

11. Highways: A s278/38 agreement is required to be entered into to address all highways works as required by the Council's highways engineer.

12. Public Transport: A contribution in the sum of £20,000 has been sought by TfL: £10,000 for bus stop improvements on Clarendon Road and £10,000 towards Legible London Signing.

13. Travel Plans: Travel Plans are to be prepared and adhered to for the different aspects of this mixed use scheme.

14. Controlled Parking Scheme: To undertake a parking study and implement the findings of the study the cost of which is to be met by the developer. The use of the existing s106 funds from the partially implemented extant scheme of £32,805.07 are to be utilised towards any parking scheme that is required as a result of the study. In the event that no controlled parking measures are required then these funds are to be incorporated into the Public Realm/Town Centre contribution.

15. Air Quality: A contribution in the sum of £25,000 for the local air quality monitoring network is required.

16. Project Management and Monitoring Fee: in line with the Planning Obligations SPD a contribution equal to 5% of the total cash contribution secured from the scheme to enable the management and monitoring of the resulting agreement is required.

17. Crossrail Contribution/Mayoral CIL: Payment to the GLA either the Mayoral CIL or a Cross Rail contribution (required under the operative Crossrail SPG), whichever is the greater amount.

#### **7.21 Expediency of enforcement action**

None required.

#### **7.22 Other Issues**

No further issues for consideration.

### **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The

specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

## **9. Observations of the Director of Finance**

## **10. CONCLUSION**

The proposals have the potential to effect the transformation of the site and the wider Hayes environs given the significant quantum of development proposed within the application and the wide range of uses. Combined with this, the layout, bulk and massing of the scheme has the potential to create a lively, permeable and highly interconnected development, both within the site and back into the neighbouring areas. A series of freestanding buildings have been positioned along the lines of the historic street pattern of a similar substantial scale to the existing historic buildings on the site. This results in a campus style urban form as well as creating a new high quality and active edge to Blyth Road.

The proposals are likely to generate some 4,000 new jobs on the site and up to 510 new homes together with a new museum, a music venue, and a multi-screen cinema complex. There is also to be ancillary retail provision together with new food and drink uses.

The proposed and existing buildings are interconnected by an outstanding public realm layout which includes the provision of two new public squares and a series of 'pocket parks', structured on the basis of a new pedestrian route weaving through the scheme - the Groove.

Referencing to the former historic music industry use of the site is creatively expressed within the indicative designs which has the potential to create a unique place within the Borough and indeed within London itself.

While parking levels for the proposed and existing office uses, including on the wider TOVF site, are in excess of the London Plan standards, they are considered acceptable in this instance given the nature of the scheme, its location in relation to competing business offers, and the strategic importance of the regeneration of this large and long derelict site, including new employment and inward investment, to Hayes and the Borough.

Energy and sustainability requirements are considered acceptable with the development

to provide its own Energy Centre and a range of energy efficient and sustainable measures being adopted within the scheme design.

The Conservation Area within which part of the site lies, is currently on English Heritage's 'at risk' register. It will be radically enhanced with the locally listed building being refurbished and new uses found for them. The proposed changes to the public realm will create an enhanced setting for these retained historic buildings and the wider Conservation Area bringing activities and investment which will help prolong their 'life' and protect their fabric.

A S106 Planning Obligation is required in order to appropriately mitigate the impacts arising from the development and therefore forms part of the application. A series of planning conditions are also recommended should planning consent be granted. These have been drafted in order to protect and control the detailed elements of the scheme as they come forward at Reserved Matters stage and prior to development commencing on the site and effectively address a range of critical requirements and considerations.

The scheme forms part of a comprehensive regeneration project that the owners have for the wider site which includes the three large retained office buildings adjacent to the railway line. The intention is to create a high quality mixed use urban quarter with the appropriate 'ingredients' that will attract a range of businesses and employment opportunities together with complimentary leisure, cultural and retail facilities together with a range of new apartments. Towards this end the quality of the scheme and the external landscaping on the site and its immediate surroundings is seen as central.

The land use is consistent with Policies SO14, SO23 and S2 of Part 1 of the Hillingdon Local Plan and its objective to regenerate the Hayes West Drayton Corridor and consistent with the Mayor's policies for the wider geographic Heathrow Opportunity Area. The scheme will provide a strategic opportunity to develop and promote part of the site for the new outer London office market that is consistent with London Plan Policies 2.6, 2.7 and 2.8. It is site accessible by public transport and this factor will be further strengthened with the arrival of the Crossrail Station to Hayes from 2018.

Furthermore the scheme provides an opportunity to create emerging economic synergies with other major regeneration schemes for the area which is consistent with the objective of London Plan Policy 2.7 and to provide a major employment opportunity site for new office based industries for Hayes to mitigate against the previous loss of large manufacturing industries in the area that once formed the bedrock of the local economy.

The proposals are of an innovative and high quality design that will provide for a striking and attractive building backdrop as intensively viewed from the Main line rail corridor, from Blyth Road, Dawley Road, and to the residential and industrial areas beyond that will help announce and define, in urban design terms, the new quarter and significantly improve legibility to this part of Hayes. The scheme is consistent with Policy BE13, BE19 and BE25 of the Saved Policies of the UDP and BE1 of Part 1 of the Hillingdon Local Plan.

The scheme is accompanied by a well considered and highly original landscaping scheme that would enhance this part of Hayes and thereby the scheme is consistent with Saved UP Policy BE38.

The impact on traffic generation will require some off-site junction improvement works while the production of and adherence to a bespoke Travel Plan will help to mitigate the effect of the car on the local network and the site itself. Both dealt with within the draft

s106 legal agreement.

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread. For decision-taking this means approving development proposals that accord with the development plan without delay; and granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".

Set against this national planning policy backdrop the traffic impact of the scheme is not considered to provide a sustainable reason of refusal.

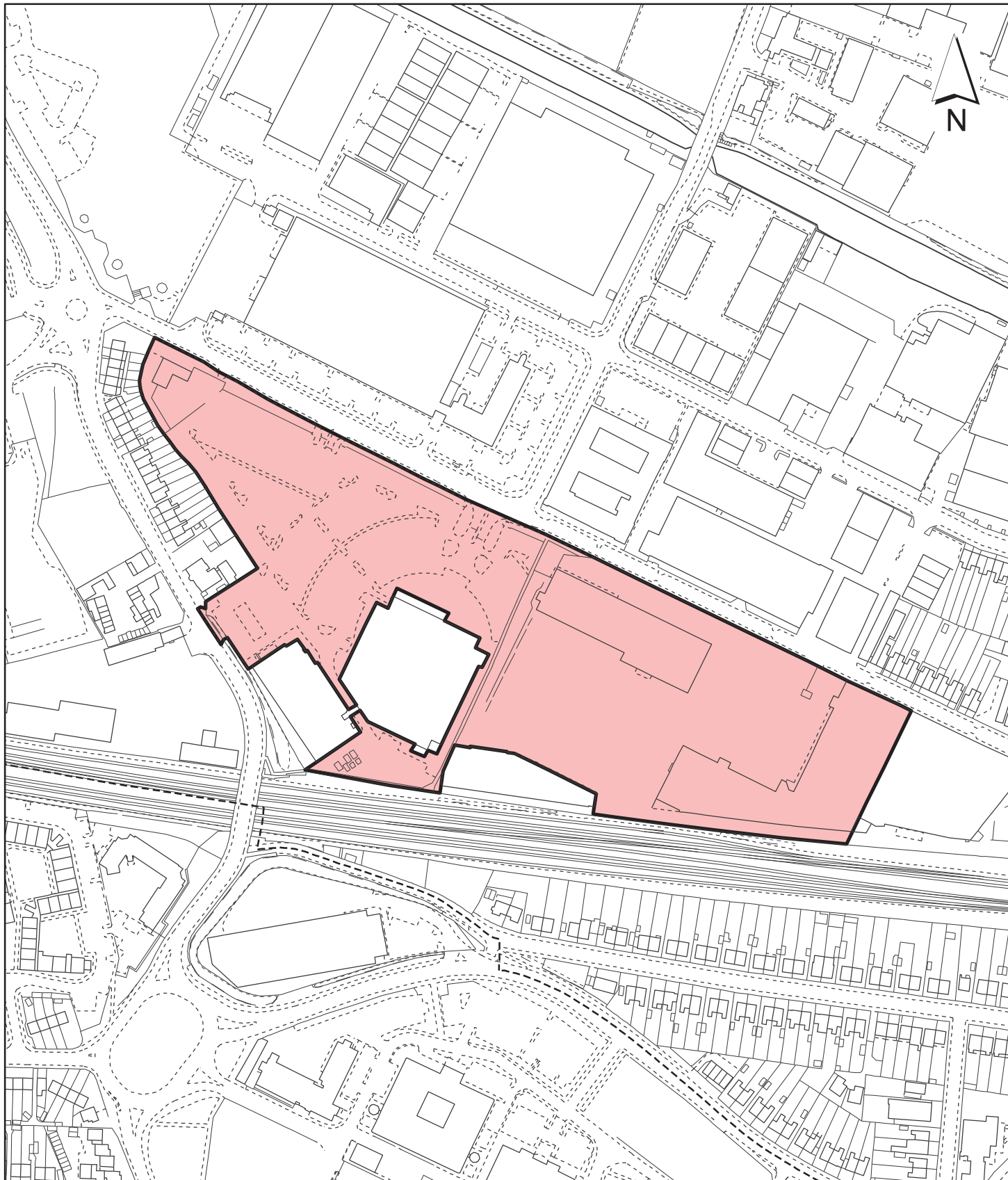
In conclusion the scheme is considered consistent with the relevant local, London and national planning policy and is recommended for approval subject to the necessary planning conditions and completion of the s106 legal agreement.

## 11. Reference Documents

Hillingdon Unitary Development Plan (Saved Policies September 2007).  
Hillingdon Design and Access Statement 'Residential Extensions'(December 2008).  
Hillingdon Unitary Development Plan (Saved Policies September 2007).  
Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012)  
Hillingdon Design and Access Statement 'Residential Layouts' (July 2006).  
Supplementary Planning Document Planning Obligations (July 2008).  
Supplementary Planning Document Planning Obligations: Revised Chapter 4 (September 2010).  
Supplementary Planning Document 'Accessible Hillingdon'.  
Supplementary Planning Document Noise (May 2006).  
The London Plan 2011.  
National Planning Policy Framework.

**Contact Officer:** Linda Aitken

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**The Old Vinyl Factory Site  
Blyth Road  
Hayes**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111

Planning Application Ref:

**59872/APP/2012/1838**

Scale

**1:3,000**

Planning Committee

**Central and South**

Date

**November  
2012**



**HILLINGDON**  
LONDON

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## Report of the Head of Planning & Enforcement Services

**Address** THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

**Development:** Erection of roof top extension comprising 2,914 sqm GEA of B1 office floorspace above the existing Cabinet Building (in form of three cabinets with interlinking canopies), a new 155 sqm GEA entrance canopy at ground level and new 150 sqm GEA external escape staircase (total maximum combined area of 3,219 sqm GEA)

**LBH Ref Nos:** 59872/APP/2012/1839

**Drawing Nos:** 11032\_A (00) PO1 - Parameter Plan 01 Rev C  
Heritage Impact Assessment July 2012  
11032\_A (00) PO2: Parameter Plan 02 Rev D  
11032\_A (00) PO3: Parameter Plan 03 Rev D  
Design and Access Statement 11032\_REP\_001 Rev 3 October 2012  
11032\_A (00) PO6: Parameter Plan 6 Rev C  
11032\_REP\_002 Development Specification 01

**Date Plans Received:** 27/07/2012                      **Date(s) of Amendment(s):** 27/07/2012

**Date Application Valid:** 30/07/2012                      16/10/2012

### 1. SUMMARY

The application relates to the six storey Cabinet Building located in a prominent position at the heart of The Old Vinyl Factory site (TOVF), Blyth Road, Hayes. The building has been vacant for in excess of 10 years. The application seeks outline planning consent for the erection of a roof top extension for office use, roof top signage, an extension at ground floor front to provide a prominent canopied entrance, and the erection of an external escape stairwell to the south eastern corner of the building. It will create 3,219sqm additional floorspace to this existing large building which currently comprises 23,320sqm of B1 office floorspace. Together with these proposed new elements, it is the intention that the building will be renovated in accordance with the April 2001 permission.

This application has been submitted alongside two further applications relating to the wider Vinyl Factory environs, one seeking outline consent for a major mixed use development and the second seeking Conservation Area Consent to demolish a number of buildings, and parts of buildings, on the site.

The wider TOVF site consists of an area of 6.6 hectares, including the 'Gatefold' site to east for which permission has recently been granted for a mixed use development.

The proposed works to the Cabinet Building are being progressed through a separate application to the masterplan although the scheme forms an important part of the wider masterplan and vision for the overarching site.

The Cabinet Building is centrally located within the TOVF site with an existing floor area of 23,320sqm. It is the largest building on the wider Old Vinyl Factory site and lies within a Strategic Industrial Location as designated within the London Plan.



It is also situated within the Botwell: Thorn EMI Conservation Area and within an Industrial and Business Area, as identified in the Policies of the Hillingdon adopted UDP (Saved Policies September 2007).

The Cabinet Building was constructed in 1911-12. Alterations were carried out in the late 1920s by the renowned architects Gilbert Wallis and Partners, architects for the adjacent locally listed Shipping Building and Record Store Building. All three of these buildings lie immediately outside of a current planning application boundary for the wider regeneration of the site and for which a separate application for a mixed use development is currently being considered. The Cabinet Building is not listed as being of historical importance.

The building has the potential, once refurbished, extended, and let, to create some 2,123 jobs (at an assumed ratio of 1 job per 12.5sqm). The refurbishment of, and proposed extensions to, this building, alongside the redevelopment of the wider site, will enhance its commercial attractiveness to potential occupiers thereby enabling it to facilitate the provision of important jobs within the site, creating opportunities for employment in the wider Hayes environs.

Parking spaces for this and the adjacent Shipping and Record buildings are currently provided at grade to land to the north and west of the buildings, as previously consented.

The proposed parking for the Cabinet Building is, in the future, to be provided as part of outline masterplan scheme which is currently being determined, within new build multi storey car parks. These car parks are likely to be shared with other business uses on the wider site including, primarily, the uses within the adjacent Shipping and Record Buildings. This strategy has been agreed in principle by the Council's Highways Officers as being acceptable.

By comparison there are 1580 parking spaces consented for an earlier extant consent for the wider Old Vinyl Factory Site including for commercial uses within this building. The impact of the proposed increase in floorspace on parking is therefore likely to be satisfactorily accommodated within the consented provision, particularly given the increase in public transport accessibility that will arise once Cross Rail is operational from Hayes Station.

The proposal is considered to have an acceptable impact on the Character and Appearance of the Conservation Area as well as meeting strategic employment initiatives and policies. It is therefore recommended for approval.

## **2. RECOMMENDATION**

**APPROVAL subject to the following:**

### **1 COM2 Outline Reserved Matters**

Details of the appearance and landscaping (hereinafter called "the reserved matters") shall be submitted to the local planning authority before the expiry of five years from the date of this permission and, unless approved otherwise in writing by the Local Planning Authority, to be in accordance with the approved Parameter Plans, and approved in writing before any development begins.

The development shall then be carried out in accordance with the approved details.

#### **REASON**

To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

**2 COM1 Outline Time Limit**

The development hereby permitted shall begin either before the expiration of 7 (seven) years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

**REASON**

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

**3 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour, profiling and to include photographs/images as required.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 NONSC Non Standard Condition**

Prior to the commencement of development an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the baseline energy demand (kwhr) and the emissions (kgCO<sub>2</sub>) in accordance with Part L of the 2010 Building Regulations. The assessment shall then demonstrate how the proposed development will deliver a 25% reduction in CO<sub>2</sub>. The development must proceed in accordance with the approved assessment.

**REASON**

To ensure the development contributes a 25% reduction in CO<sub>2</sub> in accordance with London Plan Policy 5.2.

**5 NONSC Non Standard Condition**

No building of the development hereby permitted shall exceed 67.93m AOD.

**REASON**

Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome. See Advice Note 1 Safeguarding an Overview for further information (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

**6 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

11032\_A (00) PO1 - Parameter Plan 01 Rev C;  
11032\_A (00) PO2: Parameter Plan 02 Rev D;  
11032\_A (00) PO3: Parameter Plan 03 Rev D;  
11032\_A (00) PO6: Parameter Plan 6 Rev C; and  
11032\_REP\_002 Development Specification 01

unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

**7 NONSC Non Standard Condition**

Detailed designs, including materials and any illumination, of the roof top and canopy level signage, to be submitted to and approved in writing by the local planning authority prior to the commencement of the development hereby approved.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**8 H6 Car parking provision - submission of details**

The development hereby approved shall not be commenced until details of the parking arrangements have been submitted to and approved in writing by the Local Planning Authority; and the development shall not be occupied until the approved arrangements have been implemented. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

**REASON**

To ensure that adequate facilities are provided in accordance with Policies AM14, AM15 and the parking standards as set out in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

**INFORMATIVES**

**1**

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, Cranes and Other Construction Issues (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

**2**

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

**3 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

**4 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE1	Development within archaeological priority areas
BE4	New development within or on the fringes of conservation areas
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE8	Planning applications for alteration or extension of listed buildings
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.9	(2011) Heritage-led regeneration
LE2	Development in designated Industrial and Business Areas

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The Cabinet Building lies within TOVF site which is bounded to the north by Blyth Road and to the south by the Great Western Mainline, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite TOVF site on the north side of Blyth Road is the Grade II Listed Enterprise House, a six storey factory building. The wider area is a mixture of industrial and office uses with some ancillary residential. Hayes Town Centre is located to the northeast within easy walking distance.

The site is situated within the Botwell: Thorn EMI Conservation Area and within a designated Industrial and Business Area, as identified in the Policies of the Hillingdon adopted UDP (Saved Policies September 2007) and a Strategic Industrial Location as identified in the London Plan 2011.

The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd. The site has been largely vacant since operations were reduced by the company in the 1980s and have now ceased on the site altogether.

The Cabinet Building originally produced the timber cabinets for the gramophones and was subject to several phases of alterations over the past 100 years. It has been vacant for many years despite having had the front elevation remodelled in 2001 which was designed to make it more lettable.

Together with the original Gilbert Wallis 1920s buildings immediately adjacent to this building, the Record Store and the Shipping Building, these three large employment buildings are outside of the wider masterplan planning application boundary for the regeneration of the whole of the Vinyl Factory site due to earlier extant planning permissions for their refurbishment and re-use which the applicant intends to implement.

Due to the length of time the building has laid vacant, the Cabinet Building is in a poor state of repair and requires a substantial investment to return it to a lettable/usable state. These proposals are considered important changes to facilitate the buildings lettable and hence re-use.

### **3.2 Proposed Scheme**

The application seeks Outline Planning Consent for the erection of a roof top extension, a ground floor canopied entrance extension to the front of the building, signage, and an external fire escape stairwell to the rear flank.

Combined, these represent an increase in floorspace of 3,219sqm, increasing the overall internal floor area from 23,320sqm to 26,539sqm.

The areas of extension include:

- The provision of up to 2,914sqm of additional B1 floorspace above the existing Cabinet Building in the form of three rooftop Cabinets with interlinking canopies;
- A new entrance canopy to the ground floor front of the building to the northern facade comprising 155sqm;
- A new external escape stairwell comprising 150sqm to the rear flank.

Signage at roof top level is also proposed.

The application is accompanied by Parameter Plans which prescribe the minimum and maximum heights and floorspace of the proposed extensions and roof top signage together with a series of illustrative drawings which help to demonstrate how the prescriptive parameters can be applied to provide high quality extensions and alterations.

The proposed additional storey height will increase the height of the building from six storeys (58.16m AOD) to seven storeys (maximum height of 62.45m AOD). The neighbouring retained buildings on the site have similar storey heights with the Shipping Building being 60.48m AOD, and the Record Store at 59.58m AOD.

Given the building is the largest on the wider site, and has a prominent location fronting onto a proposed new civic square, it is considered appropriate that it becomes the tallest on the site in respect of building and urban form hierarchy.

The proposed extensions and alterations are part of a strategy by the applicant to bring forward the building for employment purposes, and to create a landmark building that will compliment the proposed development on the wider Old Vinyl Factory site for which a separate planning application is currently being considered.

The authorised use of the building is for B1 employment use and this use is to be retained.

Details of the proposed development:

1. Ground Floor Extension - it is proposed to create a new canopied entrance that will increase the presence of the building on the wider site and locality in general. The building fronts onto a proposed new civic square as illustrated in the accompanying outline application for changes to the adjacent sites. The canopied entrance will add drama and character to the square while acting as a signifier of the functional primacy of the building on the wider site. The existing front facade has been extensively altered in the past and currently lacks distinguishing characteristics. The proposal will help animate the main facade and improve legibility of the building within the streetscape.

The parameter plans indicate a maximum height of 36.39m AOD and a minimum height of 35.40m AOD. This equates to a single storey extension at ground floor level. In terms of its depth, the parameter plan indicates a maximum of 6m with a minimum of 3m from the front of the existing building. Such dimensions are proportionately acceptable given the extensive overall proportions of the existing building.

2. Roof Top Extension - This is proposed as series of three 'cabinets' structures together with two connecting glazed roofs to the two existing atriums below. The 'cabinets' take their cue from the original function of the building - that of making record player cabinets. The central 'cabinet' is proposed to over-sail the established building line, creating drama and animation which, as with the entrance canopy, will increase the presence of the building on the wider site and surrounding area. The central 'cabinet' is flanked by two smaller 'cabinets' that are, by comparison, set back from the building line to read as ancillary structures. The central roof top 'cabinet' will display the cabinet signage, indicated as being bright and bold and of an appropriate scale relative to the building and its function.

The proposed additional storey height will increase the height of the building from six storeys (58.16m AOD) to seven storeys (maximum height of 62.45m AOD and minimum height of 60.95m AOD). The floor area is proposed as being a minimum of 90 sqm and a maximum of 155 sqm within a prescribed location set back from the rear and flanks of the existing building. The maximum projection for the central cabinet over-sail is 6m, in line with the proposed maximum depth of the proposed ground floor entrance canopy below.

3. Rear External Fire Escape Stairwell - This is required in order to meet building regulations in respect of fire and safety and therefore to improve the lettable and safety of the building. The stairwell will run the full height of the building. It has a footprint of some 6m x 6m and will sit within the body of the building, not protruding from it. It is discretely located to the south eastern corner of the building which is a tertiary location of low visual impact. The maximum height of the stairwell infill is 58.50m AOD with a minimum height of 57.99m AOD.

4. The Cabinet Building signage is proposed as large scaled bold lettering erected to the top of the roof extension. It will be visible from long and short distance vantage points and will help to brand both the Cabinet Building and the wider Old Vinyl Site. Indicative plans show elegant lettering of acceptable proportions. However a planning condition is proposed which will require the applicant to submit the detailed designs, including any proposed illumination, for written consent prior to its erection on site.

The maximum height of the signage is proposed as being 66.95m AOD with the minimum set at 65.45m AOD.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

Planning permission was approved in April 2001, application reference 51588/APP/2000/1418, for the following developments at the TOVF site:

- i) Alterations to the parking layout and landscaping within the site;
- ii) Formation of three access/egress points to Blyth Road; and
- iii) Extinguishment of the existing public footpath across the site.



Planning permission was simultaneously granted in April 2001, application reference 51588/APP/2000/1827, for the alterations to the external appearance and extensions to the Cabinet Building, the Shipping Building, and the Record Store. The permission included the following works:

- i) Bridge access on floors 1-5 from The Record Store to The Cabinet Building;
- ii) Alterations to the reception and atrium space in The Cabinet Building;
- iii) Extension to the south of the Cabinet Building;
- iv) Roof top works, including removal of Water Tower at the roof level, of The Cabinet Building;
- v) Localised rooftop extensions to The Cabinet Building, The Shipping Building & The Record Store;
- vi) Minor extensions / works to The Shipping Building & The Record Store;
- vii) External alteration to the appearance of The Cabinet Building, The Shipping Building & The Record Store;
- viii) Internal alterations of the Cabinet Building, including works to the two atrium spaces, with the creation of a new reception, with the building being served by 8 lifts.

Both of the above consents have been partially implemented through the creation of 550 of the consented 1590 parking spaces and the refurbishment of The Shipping Building. The consents therefore remain extant.

Two further applications are currently being determined on the remainder of the site for a major mixed use development. These exclude changes to the Cabinet, Shipping and Record Store buildings.

#### **4. Planning Policies and Standards**

##### **UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E5 (2012) Town and Local Centres
- PT1.EM11 (2012) Sustainable Waste Management
- PT110 PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.

Part 2 Policies:

- BE1 Development within archaeological priority areas
- BE4 New development within or on the fringes of conservation areas
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings
- BE8 Planning applications for alteration or extension of listed buildings
- LPP 4.1 (2011) Developing London's economy
- LPP 4.2 (2011) Offices



- LPP 7.4 (2011) Local character
- LPP 7.5 (2011) Public realm
- LPP 7.6 (2011) Architecture
- LPP 7.9 (2011) Heritage-led regeneration
- LE2 Development in designated Industrial and Business Areas

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd August 2012**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

#### Public Consultation

Site notices were placed on site in August 2012 in three different locations; to the front of the Old Vinyl Factory site on Blyth Road; to the secondary access into the site to Dawley Road; and immediately adjacent to the Cabinet Building on the site.

There have been two responses to the application, one of which strongly supports the proposal while the other objects in principle on grounds that the local area is already over congested in respect of traffic.

The Hayes Conservation Area Advisory Committee object to the proposal stating:

"While not opposed in principle to the large-scale redevelopment of this site, we are very disappointed with these proposals. We believe they do not pay sufficient attention to the fact that it is a Conservation Area and contains a number of locally listed landmark buildings, especially those by Wallis, Gilbert and Partners. The Shipping Building, Cabinet Building and Record Store/Phoenix have historically dominated the site, but in the current proposals they no longer do so; they are mainly hidden from sight within the development area and, were the development to go ahead, could only be appreciated from Dawley Road and the railway line. The proposed new buildings do nothing to respect the architectural integrity of those that are to be retained, detracting from rather than complementing their appearance; the development therefore offers no overall enhancement to the Conservation Area.....

.....At a more detailed level we consider there is far too little green landscaping. The overall impression is of hard, echoing canyons between the densely-packed high-rise blocks, creating a new quarter for Hayes which will do little to persuade people that it is a pleasant place in which to live or work.

Another issue is whether the surrounding roads would be able to cope with the extra traffic that the large numbers of on-site parking spaces suggest then development will generate. Despite the proximity to Hayes station, it is likely that many of those working on the site will have to drive there as north-south transport link are poor and not all of them will live along the Crossrail route.

The only redeeming feature of the application is the proposal for a mix of uses, though the lack of any specific nursery or school accommodation is disappointing, especially at a time when the borough is having problems making adequate provision in this area".

Officer Response:

The application is accompanied by a detailed Heritage Assessment. This states that:

"Most of the large buildings were designed to consider views from the road and railway line to the south. This is noted by the arrangement of decorative detailing on the southern facades. The decorative attention to the southern elevation was a result of the company's wish to create a brand image; the new and stylish buildings would have made their products more appealing to the public."

In terms of Heritage Significance, as assessed against nationally prescribed criteria, the two locally listed adjacent buildings are classified as being of Medium heritage significance while the Cabinet Building is deemed to be of Medium/Low heritage significance. In respect of the significance of the facades, only those facades fronting the railway line of the adjacent locally listed buildings are considered of Medium/High significance together with their eastern flanks and the western flank of the Shipping Building. As such the proposed changes to the Cabinet Building will not have any adverse impact on these historic facades.

The changes to the Cabinet Building as a result of these proposals are considered to be 'Moderate Beneficial'.

The relationship between the Cabinet and Shipping buildings remains unchanged...To the west of this the surface car parking, which would never have been a feature of the historic site and creates a false impression of openness where once stood buildings, is removed. This is relocated to the cylindrical parking building, which again is reminiscent of the storage tanks that once occupied this area of the site, whilst simultaneously introducing a form that recalls the former product of the site a stack of vinyl records".

The original site, when in full use as a record producing factory, was extensively built up including buildings hard up to the larger buildings to the rear of the site. Furthermore, given the two Wallis, Gilbert and Partners buildings were designed to primarily address the railway line to the south rather than Blyth Road to the north, to this effect their primary status and aspect in relation to the railway line remains unchanged. The Cabinet Building is already larger and more dominant than either of the Wallis Gilbert and Partner buildings. Given its location on the site, it is not considered that the proposed increase in height will adversely detract from the significance or setting of these adjacent buildings.

The proposed extensions are considered an appropriately sensitive response to both the Cabinet Building and its historic context. They will animate and activate the building and the public realm, creating character through the addition of contemporary characteristics.

The proposals are considered integral to the requirements of future tenants and are therefore likely to help secure long term occupancy of the building which has suffered such long term vacancy that it is now showing signs of dereliction.

The ability to let this building for commercial uses will not only provide much needed local employment but will have a direct impact on the future of the locally listed buildings, attracting future users and uses to the wider site and thereby assisting in attracting and retaining commercial tenants to these buildings as well.

The traffic generation has been assessed as part of the extant consent and is also being assessed as part of the current masterplan application for the wider site. There are no traffic and transport related objections to this application from the Council's Highways Officer.

Landscaping plans show a series of hard and soft spaces together with extensive use of roof tops. Given there is no soft landscaping and minimal hard landscaping on the site currently, or indeed

historically, the proposals show a dramatic increase of landscaping elements on the overall site.

In terms of future uses within the wider masterplan, a large amount of new commercial floorspace is being proposed as well as the refurbishment of existing derelict floorspace. It is entirely possible that a creche use may be proposed in the future however, at this stage, much of the space is designated in generic land use terms given a 10 year build out programme and the realities of market led regeneration. This does not preclude a creche operator from coming forward in the future seeking the use of part of a new or existing building for use as a creche.

The Council's education service has not identified this site as requiring the provision of a new school.

#### Statutory Consultation

##### English Heritage

English Heritage has stated that the organisation has no comments in respect of this application. In respect of the wider masterplan, English Heritage does not have any objections to the scale and form of the proposed changes.

##### BAA

BAA has commented:

"The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

##### Height Limitation on Buildings and Structures

No building of the development hereby permitted shall exceed 67.93m AOD.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome. See Advice Note 1 Safeguarding an Overview for further information (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)). NATS have stated that "the proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Ltd has no safeguarding objections to this proposal".

##### GLA

The GLA has no objection to the proposal stating that the scheme does not raise any strategic planning issues as it forms part of a wider scheme that was considered by the Mayor on 11th September 2012.

#### **Internal Consultees**

Conservation - The proposals are innovative, have been carefully thought through and are well presented and supported in the application documents. It would, however, have been helpful at this stage to have had an idea of the appearance of the addition to the elevation facing the railway, although this can be covered in future submissions. Overall, the works will enhance the appearance of the building and it is hoped secure its future. Recommendation: No objection, however, full details (including scale drawings) will be required of the altered elevations and roof top structure, the method of insulation, new windows/glazing, external finishes, new plant and mechanical ventilation.

Highways - overall there is ample off-street car parking space available on the Old Vinyl Factory at present and any future development of this site will be required to provide satisfactory parking provision for the development including the Cabinet Building.

Energy/Sustainability - We do have a strategic energy assessment for the whole site which proposes a decentralised energy centre in the form of a CHP network. However this strategy is in its infancy and there are questions about phasing and how it links to the early delivery of parts of the site.

Accordingly, we need to see a detailed energy assessment for this development and, specifically, how it will be linked to a site-wide network. This new development benefits from the existence of an outdated building which is likely to be highly inefficient. The new development is also likely to extend the useful lifespan of the existing building.

It is therefore highly important to consider the energy footprint of the whole site if possible. As a bare minimum the new development itself should contribute to a reduction in CO2 emissions, in accordance with the London Plan (Policy 5.2). However, it is accepted that the new development built to modern regulations will already be considerably more efficient than the existing building. It may be more appropriate to calculate what a 25% reduction means for the new development, and invest this in the existing building.

Either way, the following condition needs to be met although it is acknowledged that there is some flexibility in the implementation to allow for improvements to be made to the existing building:

Condition: Prior to the commencement of development an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the baseline energy demand (kwhr) and the emissions (kgCO2) in accordance with Part L of the 2010 Building Regulations. The assessment shall then demonstrate how the proposed development will deliver a 25% reduction in CO2. The development must proceed in accordance with the approved assessment.

Reason: To ensure the development contributes a 25% reduction in CO2 in accordance with London Plan Policy 5.2.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application is an integral part of the applicant's strategy to bring this large building and the wider Old Vinyl Factory site back into employment use after many years of lying vacant. The proposals will improve the appearance of the building and help to animate the public realm of the wider area. They will also, importantly, increase the amount of employment floorspace on the site which is compatible with the site's employment designation and the Council's desire for regeneration and job creation in this location.

The scale and form of the proposed extensions are designed as ancillary to the substantial existing building and will create a new prominent entrance at ground floor front, a required escape staircase to the rear, and additional office floor space as well as a bespoke architectural element at roof top level.

There are no harmful impacts arising from the proposal.

### **7.02 Density of the proposed development**

Not applicable - commercial development only.

### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

The site lies within the Botwell EMI Conservation Area. The Council's Conservation Officer supports the proposal stating:

"Overall, the works will enhance the appearance of the building and it is hoped secure its future".

Furthermore, English Heritage raised no objections to the proposals.

#### **7.04 Airport safeguarding**

BAA has commented:

"The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Height Limitation on Buildings and Structures

No building of the development hereby permitted shall exceed 67.93m AOD.

#### **7.05 Impact on the green belt**

Not applicable.

#### **7.07 Impact on the character & appearance of the area**

The application is for outline consent, to include Access, Layout and Scale, with Appearance and Landscaping as reserved matters. However, the indicative illustrations accompanying the application demonstrate that the scheme has the potential, within established parameters, to transform the Cabinet Building to one that is suitably distinctive and characterful. To this effect, and given Appearance and Landscaping will be controlled at reserved matters stage, the impact on the streetscene is likely to be positive and beneficial.

#### **7.08 Impact on neighbours**

Overlooking and privacy - there are no overlooking or privacy impacts on nearby residential properties given the location of the site, deep within the Old Vinyl Factory site, and the extent of the distance between the building and the nearest homes. The closest homes are located on Dawley Road at a minimum of 105m from the site and, on Keith Road to the south of the site and beyond the railway line, at some 90m from the site. As a result they are not adversely impacted by the proposals.

#### **7.09 Living conditions for future occupiers**

Not applicable - commercial extension only.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

There are no impacts arising in relation to this application in respect of traffic conditions given the nature of the works result in a relatively small increase in floorspace, the provision of increased parking facilities coming forward as part of the wider masterplan, and the existing surplus of parking spaces already on the site. There are no new ingress or access points associated with the proposal.

In terms of pedestrian safety, the proposed alterations to the ground floor entrancing will improve the pedestrian environment by creating a more legible front entrance, while aiding in wayfinding and orientation in general.

The site lies within the wider Old Vinyl Factory site for which two large new car parking buildings are proposed together with surface parking. There is also an extant consent which provides for 1590 parking for this and the two adjacent office/industrial buildings.

The Council's Highway Engineer has raised no objections to the proposal.

#### **7.11 Urban design, access and security**

Building bulk and scale - The roof top extension comprises three structures running from front to back and interconnected by lightweight glazed panels to provide shelter to the atriums below. This approach will reduce the impact of bulk on the wider setting in that the existing building will retain its primacy while the additional roof structures will serve primarily to animate and enrich the architecture of the building and enhance the

appearance of the wider Old Vinyl Factory site.

The scale of the roof top extension is appropriate to the scale of the existing building and will read as an appropriately ancillary, rather than dominant, architectural element.

The lettering, CABINET, proposed to the roof top and to be located above the central proposed new roof extension, will not detract from the building or the locality given it is shown to be proportionately compatible with the scale and mass of the existing building.

The ground floor extension will provide for a canopied entrance. It is similarly proportionately subservient to the main body of the building and is entirely appropriate in this respect.

Impact on existing trees - there are no trees on the site that will be affected by this proposal.

Private amenity space - there is no private amenity space that will be impacted on by this proposal. Eventually occupants of the office building will have access to a range of new public spaces coming forward in the wider masterplan for the whole of the Old Vinyl Factory site.

Amenities created for future occupiers - the application relates to the building only. However, it sits within the heart of the Old Vinyl Factory site for which a major mixed use redevelopment containing new civic open spaces is currently being determined.

Siting and design - the indicative designs of this outline scheme demonstrate that a high quality of design can be achieved at reserved matters stage within the prescribed parameters. The new entrance will help to create a stronger public presence of the building on the site as well as appropriately animating the public realm. The roof top extension will create an appropriately animated addition to the skyline together with the indicative roof top signage. The scheme is therefore acceptable in this respect.

Residential living conditions - not applicable as this building is for business use only.

Layout - the proposed extensions will create new floor space that will enhance the usability of the building, being well laid out in a flexible manner.

Mix of units - not applicable, business use only.

Siting and scale - the scale of the proposed extensions are appropriately proportionate to the scale of the existing building and to that of the wider site.

#### **7.12 Disabled access**

Access - the new canopied entrance will enhance legibility and wayfinding and, at reserved matters stage, will be required to be designed in compliance with DDA accessibility requirements.

#### **7.13 Provision of affordable & special needs housing**

Not applicable.

#### **7.14 Trees, landscaping and Ecology**

Landscaping - the proposal does not include any landscaping given the site relates to the building and its immediate forecourt only. However, it lies within the site of the wider Old Vinyl Factory for which extensive new landscaping proposals are currently being considered as part of a separate outline application.



#### **7.15 Sustainable waste management**

Not applicable.

#### **7.16 Renewable energy / Sustainability**

Given this is an outline application, the Council's Energy and Sustainability Officer has requested that Conditions be imposed requiring that appropriate detailed information is forthcoming at reserved matters stage to ensure future development meets current sustainability and energy efficiencies standards.

#### **7.17 Flooding or Drainage Issues**

Not applicable.

#### **7.18 Noise or Air Quality Issues**

Not applicable.

#### **7.19 Comments on Public Consultations**

The Hayes Conservation Group objects to the scheme on design grounds. However, English Heritage has not lodged an objection and the Council's Conservation Officer supports the scheme design.

On balance, it is considered that the proposals will dramatically enhance the appearance of the building and therefore the broader Conservation Area within which it is located. It will enhance the landmark status of this large building and actively animate the building and the wider site environs.

#### **7.20 Planning obligations**

None required.

#### **7.21 Expediency of enforcement action**

#### **7.22 Other Issues**

### **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.



Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

## **9. Observations of the Director of Finance**

## **10. CONCLUSION**

The site lies within a Strategic Industrial Location. The land use is consistent with Policies SO14, SO23 and S2 of Part 1 of the Hillingdon Local Plan and its objective to regenerate the Hayes West Drayton Corridor and consistent with the Mayor's policies for the wider geographic Heathrow Opportunity Area. The scheme will assist the strategic opportunity for the wider site to develop and promote a site for the new outer London office market that is consistent with London Plan Policies 2.6, 2.7 and 2.8. It is site accessible by public transport and this factor will be further strengthened with the arrival of the Crossrail Station to Hayes from 2018.

The application is an integral part of the applicant's strategy to bring this large building and the wider Old Vinyl Factory site back into employment use after many years of lying vacant. The proposals will improve the appearance of the building and help to animate the public realm of the wider area. They will also, importantly, increase the amount of employment floorspace on the site which is compatible with the site's employment designation and the Council's desire for regeneration and job creation in this location.

The scale and form of the proposed extensions are designed as ancillary to the substantial existing building and will create a new prominent entrance at ground floor front, a required escape staircase to the rear, and additional office floor space as well as a bespoke architectural element at roof top level.

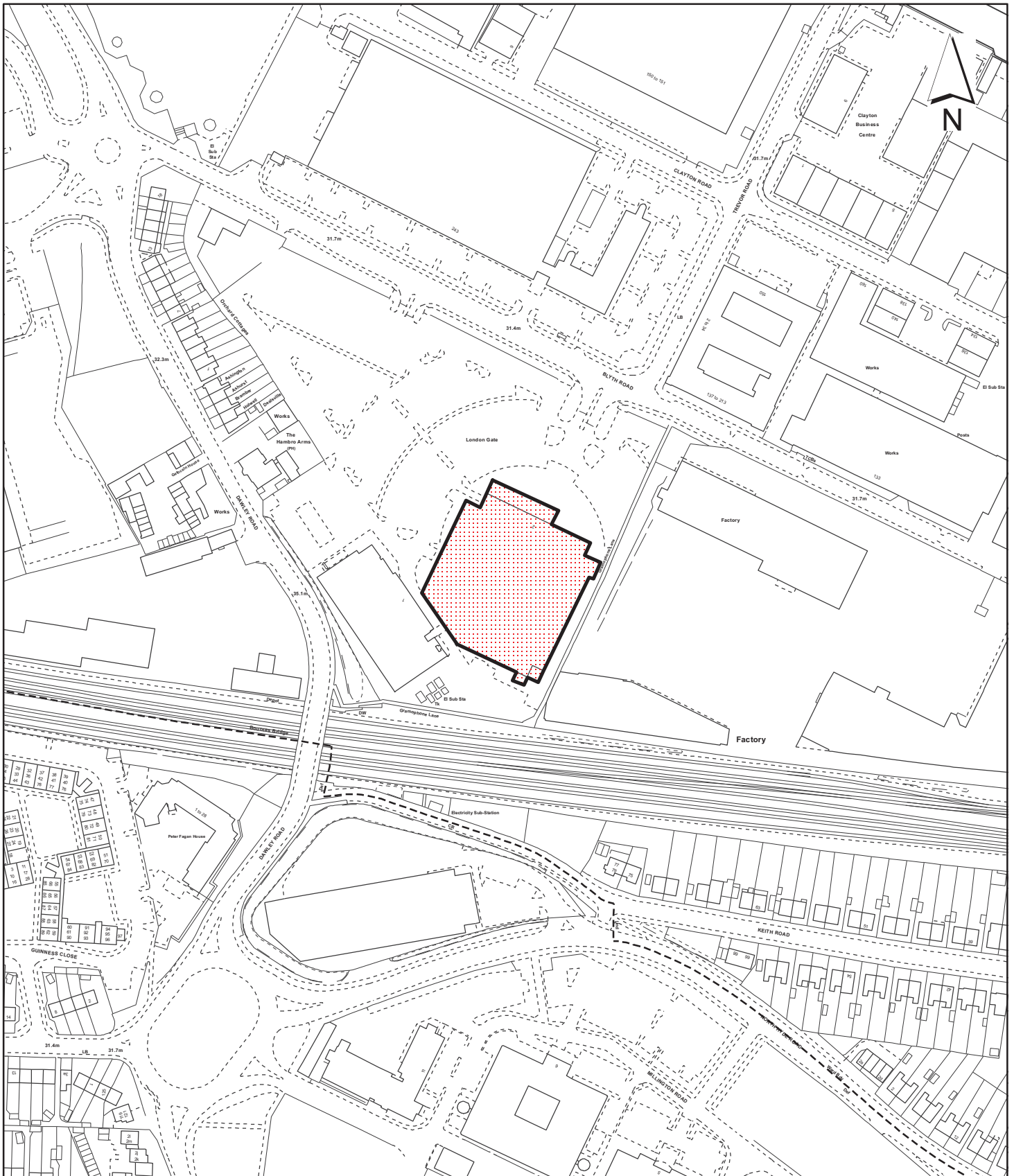
There are no harmful impacts arising from the proposal and as such it is recommended that outline planning consent be granted.

## **11. Reference Documents**

National Planning Policy Framework - 2011  
London Plan 2011  
Hillingdon Unitary Development Plan (Saved Policies) 2007

**Contact Officer:** Linda Aitken

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**The Old Vinyl Factory Site  
Cabinet Building, Blyth Road  
Hayes**

Planning Application Ref:

**59872/APP/2012/1839**

Planning Committee

**Central and South**

Scale

**1:2,500**

Date

**November  
2012**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON

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## Report of the Head of Planning & Enforcement Services

**Address** THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

**Development:** Demolition and partial demolition of up to and including 12,448sqm of buildings within the Old Vinyl Factory site. (Application for conservation area consent)

**LBH Ref Nos:** 59872/APP/2012/1840

**Drawing Nos:** 0157 0001 Rev 00  
0157 0002 Rev 00  
0157 0003 Rev 00  
Heritage Impact Assessment - July 2012

**Date Plans Received:** 27/07/2012                      **Date(s) of Amendment(s):**

**Date Application Valid:** 27/07/2012

### 1. CONSIDERATIONS

#### 1.1 Site and Locality

The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in irregular quadrilateral shape. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, with the site being largely vacant since operations were cut back in the company in the 1980's.

Contained within the wider site are seven main buildings, which from west to east are, The Marketing Suite, The Shipping Building, The Cabinet Building, The Record Store, The Powerhouse, Jubilee House and the Pressing Plant.

The application site contains only The Powerhouse, Jubilee House and The Pressing Plant, with a number of ancillary outbuildings and structures also contained within the site.

To the south and west are The Record Store, The Cabinet Building and The Shipping Building, which are outside of the masterplan boundary line for the wider regeneration of the site due to earlier extant permissions for their redevelopment which the applicant intends to implement. Further to the West is the Marketing Suite which has recently been renovated to provide small B1 units as part of the S.106 agreement for the development of the Gatefold Site.

Due to the length of vacancy the buildings have become derelict and would require a substantial investment to return them back to a habitable state.

The TOVF site is bounded to the north by Blyth Road and to the South by the Great Western Mainline, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the Pressing Plant on the opposite side of Blyth Road is the Grade II Listed enterprise house, an eight storey office building. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

The application site, along with The Record Store, The Cabinet Building and The Shipping Building are all situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and within a Industrial and Business Area, as identified in the Policies of the Hillingdon adopted UDP (Saved Policies September 2007).

## 1.2 Proposed Scheme

The application seeks Conservation Area Consent for the demolition and partial demolition of up to 12,448 square metres of buildings within the Old Vinyl Factory Site (TOVF) on Blyth Road, Hayes.

The buildings within the site to be partially or fully demolished would be as follows:

The Powerhouse - Partial Demolition - 2,253 square metres GEA  
The Pressing Plant - Partial Demolition - 4,092 square metres GEA  
Jubilee Building - Complete Demolition - 6,048 square metres GEA  
Miscellaneous Small Buildings - Complete Demolition - 55 square metres GEA

## 1.3 Relevant Planning History

59872/APP/2006/2790 Land At Apollo, Jubilee, Mercury, Vulcan, Phoenix And Neptune  
DEVELOPMENT OF SITE FOR A MIXED USE TO PROVIDE A NEW CREATIVE QUARTER INCLUDING A NEW PUBLIC SQUARE, MUSIC VISITORS CENTRE, RECORDING AND BROADCASTING STUDIOS, REHEARSAL AND POST PRODUCTION ROOMS, GALLERY/EVENT AREA, DIGITAL WAREHOUSING AND DISTRIBUTION AND VINYL PRODUCTION WITH ASSOCIATED RETAIL, BAR/CAFE AREA AND LEISURE FACILITIES. ERECTION OF 358 RESIDENTIAL UNITS AND 58 LIVE/WORK UNITS WITH PART GROUND FLOOR EMPLOYMENT USES WITH ASSOCIATED PARKING, SERVICING AND LANDSCAPING ( INVOLVING DEMOLITION OF NEPTUNE, APOLLO EXTENSION AND TWO ANCILLARY JUBILEE BUILDINGS)

**Decision Date:** 02-02-2012      NFA      **Appeal:**

59872/APP/2006/2791 Land At Apollo, Jubilee, Mercury, Vulcan, Phoenix And Neptune  
DEMOLITION OF NEPTUNE, APOLLO EXTENSION AND TWO ANCILLARY JUBILEE BUILDINGS  
(APPLICATION FOR CONSERVATION AREA CONSENT)

**Decision Date:** 27-01-2012      NFA      **Appeal:**

59872/APP/2007/3060 Land At Apollo, Jubilee & Neptune Blyth Road Hayes  
CHANGE OF USE OF, AND EXTERNAL ALTERATIONS TO, APOLLO AND JUBILEE TO PROVIDE A NEW CREATIVE QUARTER COMPRISING VINYL PRODUCTION, STUDIOS, VISITORS CENTRE, TRAINING, OFFICE AND EXHIBITION SPACE WITH ASSOCIATED CAFÉ/BAR, RETAIL AND LEISURE FACILITIES (USE CLASSES A1, A3, A4, A5, B1, B2, D1 & D2). CHANGE OF USE AND EXTERNAL ALTERATIONS TO NEPTUNE HOUSE FOR MIXED USE (USE CLASSES A3, A4, A5, B1, D1 & D2). NEW BUILD RESIDENTIAL DEVELOPMENT OF 244 UNITS WITH ASSOCIATED GROUND FLOOR USES (A1, A3, A4, A5, B1, D1 & D2) AND ASSOCIATED ACCESS, PARKING, SERVICING AND LANDSCAPING (INVOLVING PART DEMOLITION OF NEPTUNE, APOLLO AND JUBILEE BUILDINGS)

**Decision Date:** 06-01-2009      Approved      **Appeal:**

59872/APP/2011/1691 Apollo, Jubilee And Neptune Blyth Road Hayes

Change of use of, and external alterations to, Apollo and Jubilee to provide a new creative quarter comprising vinyl production, studios, visitors centre, training, office and exhibition space with associated café/bar, retail and leisure facilities (Use Classes A1, A3, A4, A5, B1, B2, D1 & D2). Change of use and external alterations to Neptune House for mixed use (Use Classes A3, A4, A5, B1, D1 & D2). New build residential development of 244 units with associated ground floor uses (Use Classes A1, A3, A4, A5, B1, D1 & D2) and associated access, parking, servicing and landscaping (involving part demolition of Neptune, Apollo and Jubilee buildings) (Application to extend life of permission.)

**Decision Date:**

**Appeal:**

59872/APP/2012/1838      The Old Vinyl Factory Site Blyth Road Hayes

Outline planning application for a mixed use development of the Old Vinyl Factory site, including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.

**Decision Date:**

**Appeal:**

59872/APP/2012/1839      The Old Vinyl Factory Site Blyth Road Hayes

Erection of roof top extension comprising 2,914 sqm GEA of B1 office floorspace above the existing Cabinet Building (in form of three cabinets with interlinking canopies), a new 155 sqm GEA entrance canopy at ground level and new 150 sqm GEA external escape staircase (total maximum combined area of 3,219 sqm GEA)

**Decision Date:**

**Appeal:**

59872/PRE/2004/144      Land At Apollo House And Jubilee House Blyth Road Hayes  
T P PRE-CORRES: REDEVELOPMENT OF SITE

**Decision Date:**

**Appeal:**

**Comment on Planning History**

Planning permission was approved on 12th April 2001 under application reference 51588/APP/2000/1418 for the following developments at the TOVF site:

- i) Alterations to the parking layout and landscaping within the site;
- ii) Formation of three access/egress points to Blyth Road; and
- iii) Extinguishment of the existing public footpath across the site.

At the same time planning permission was also granted under application reference 51588/APP/2000/1827 dated 12th April 2011 for alterations to the external appearance and extensions of The Cabinet Building (formerly known as Vulcan House), The Shipping Building (Mercury House) & The Record Store (Phoenix House). The approved works shown on the plans were as follows:

- i) Bridge access on floors 1-5 from The Record Store to The Cabinet Building;
- ii) Alterations to the reception and atrium space in The Cabinet Building;
- iii) Extension to the south of Cabinet;
- iv) Roof top works: including removal of Water Tower at the roof level of The Cabinet



Building;

v) Localised rooftop extension to The Cabinet Building, The Shipping Building & The Record Store;

vi) Minor extensions / works to The Shipping Building & The Record Store;

vii) External alteration to the appearance of The Cabinet Building, The Shipping Building & The Record Store;

viii) Internal alterations of the Cabinet, including works to the two atrium spaces with the creation of a new reception, with the building being served by 8 lifts.

Both of the above consents have been implemented through the creation of 550 parking spaces and the refurbishment of The Shipping Building and, therefore, remain extant.

Planning Permission was approved under application reference 59872/APP/2007/3060 for the redevelopment of the eastern part of the TOVF site to provide

i) Change of use of, and external alterations to The Pressing Plant (Apollo House) and Jubilee House to provide a new creative quarter comprising vinyl production, studios, visitors centre, training, office and exhibition space with associated caf /bar, retail and leisure facilities (Use Classes A1, A3, A4, A5, B1, D1 & D2).

ii) Change of use and external alterations to The Powerhouse (Neptune House) for mixed use (Use Classes A3, A4, A5, B1, D1 & D2).

iii) New building residential development of 244 units with associated ground floor uses A1, A3, A4, A5, D1 & D2).

iv) Associated access, parking, servicing and landscaping part demolition of The Powerhouse (Neptune House), The Pressing Plant (Apollo House) and Jubilee House.

This planning permission has not been implemented and is subject to a currently underdetermined application (LBH Reference 58972/APP/2011/1691) to extend the time limit for implementation.

Planning permission was approved under application reference 51588/APP/2011/2253 for the Gatefold building which forms the second phase of the Old Vinyl Factory redevelopment. This permission comprises of:

i) 132 apartments

ii) Cafe/Community room (approx 200 sq m GEA)

iii) 5 Workshop units (279 sq m GEA)

iv) Enclosed parking (107 spaces)

v) Access and landscaping improvements (including a children's play area).

The applicant intends to implement this planning permission towards the end of 2012.

## **2. Advertisement and Site Notice**

**2.1** Advertisement Expiry Date:- 23rd August 2012

**2.2** Site Notice Expiry Date:- Not applicable

## **3. Comments on Public Consultations**

Site Notice: Erected 2nd August 2012 - Expired 23rd August 2012

Press Advertisement: 2nd August 2012 Expired 23rd August 2012

846 neighbouring occupiers were notified by way of letter on 31st July 2012. By the close of the consultation period on 23rd August 2012 two consultation response in support of the proposal and one consultation response in objection to the proposal had been received.

The consultation responses in support were on the grounds of an improvement to the appearance of the area and the economic benefit to Hayes.

The consultation response in objection to the proposal was on the grounds of the impact to traffic in the area. The Conservation Area Consent deals only with the demolition of the buildings. Therefore, the long term impacts to traffic in the area from the redevelopment of the site is not a consideration in the determination of this application.

External Consultees:

#### ENGLISH HERITAGE

The application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

Internal Consultees:

CONSERVATION & URBAN DESIGN OFFICER (Comments provided for site wide masterplan planning application reference 59872/APP/2012/1838):

The scheme has been subject to extensive discussions with officers. The site is within the Botwell: Thorn EMI Conservation Area and a number of the buildings are locally listed; all have some interest in terms of their architecture, and the history and development of the site. The overall character of the conservation area and indeed that of the surrounding area, is that of large scale industrial buildings, fringed with smaller scale workers housing. The area does have a very distinctive appearance, which is not conventional in terms of designated areas, which mostly tend towards the pretty, rather than the gritty, urban industrial character of Hayes.

The proposed works would significantly change the appearance of this part of Hayes. This change, however, is considered to be positive, rather than detracting from the character and appearance of the conservation area. The new large buildings and spaces would reinforce the existing character of the area and using references to the history of the site, create a unique and architecturally interesting townscape. The setting of the listed and locally listed building would be enhanced, with a new space being created opposite Enterprise House; the existing Cabinet Building being framed by new buildings and a public space; and the corner feature of the Record Store being used to form a distinctive stop to views south from Blyth Road.

Whilst some buildings are proposed for demolition, these are mainly those of lesser importance and which because of their condition/ construction, are considered difficult to convert to new uses. These should be recorded to an appropriate level (EH Level 3-4).

The Greater London Archaeological Service should be consulted on the approach to the archaeology of the site and for advice on conditions to be attached to any approval.

CONCLUSION: No objection subject to suitable conditions re archaeological investigation,

building recording and the letting of a contract prior to demolition commencing on site. In addition, conditions should also cover the detailed design and materials of the new and refurbished buildings, mechanical extracts, ducting and servicing; together with hard and soft landscaping, and long term management/ maintenance plans for these elements.

#### **4. UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.HE1 (2012) Heritage

Part 2 Policies:

BE4 New development within or on the fringes of conservation areas  
BE10 Proposals detrimental to the setting of a listed building  
BE13 New development must harmonise with the existing street scene.  
BE15 Alterations and extensions to existing buildings  
BE19 New development must improve or complement the character of the area.  
LPP 7.4 (2011) Local character  
LPP 7.5 (2011) Public realm  
LPP 7.6 (2011) Architecture  
LPP 7.8 (2011) Heritage assets and archaeology  
LPP 7.9 (2011) Heritage-led regeneration

#### **5. MAIN PLANNING ISSUES**

The main issue for consideration is the impact on the Character and Appearance of the Conservation Area caused by the demolition and partial demolition of the proposed buildings.

Policy BE4 of the Unitary Development Plan Saved Policies (September 2007) states that new development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities; development should avoid the demolition or loss of such features. There will be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. Applications for planning permission should contain full details, including siting and design, or replacement buildings. Applications for consent for demolition will depend upon the submission and approval of such details.

The proposal would result in the full demolition of the Jubilee Building and a number miscellaneous storage buildings in the site and the partial demolition of The Powerhouse and The Pressing Plant. The Conservation and Urban Design Officer has considered the loss of these buildings as part of for the redevelopment of the site and considers that the proposal would enhance the setting of the Listed and Locally Listed Buildings and the character and appearance of the Conservation Area. The proposal is considered to preserve the features of special architectural interest with the buildings demolished being of lesser importance. Therefore, the development is considered to comply with Policy BE4

of the adopted UDP (Saved Policies September 2007) and it is recommended that Conservation Area Consent be approved, subject to a condition requiring a contractor to be appointed prior to the commencement of demolition works on the Pressing Plant.

## 6. **RECOMMENDATION**

### **APPROVAL subject to the following:**

#### **1 CA1 Time Limit (3 years) - Conservation Area Consent**

The works hereby permitted shall be begun before the expiration of three years from the date of this consent.

#### **REASON:**

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

#### **2 RES4 Accordance with Approved Plans**

Unless otherwise agreed in writing by the Local Planning Authority, the demolition hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans reference 0157 0003 Rev 00.

#### **REASON:**

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

#### **3 CA3 Demolition - requirement for a development contract related**

Unless otherwise agreed in writing by the Local Planning Authority, no demolition of the Pressing Plant Building shall take place until a contract for the associated redevelopment for the rear of the site, provided for in planning permission and Conservation Area Consent [ref. 59872/2012/1838 and 1840], has been made.

#### **REASON:**

To ensure that the premature demolition of a locally listed building within a Conservation Area does not occur, in accordance with Policy BE4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy PT1.HE1 of the Local Plan Part 1 (November 2012).

#### **4 NONSC Non Standard Condition**

A) No development shall take place in each phase until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place in each phase other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

**REASON:**

Heritage assets of archaeological interest may exist on this site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance contained within the National Planning Policy Framework and in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy PT1.HE1 of the Local Plan Part 1 (November 2012).

**5 NONSC Non Standard Condition**

The development hereby permitted shall not take place until the applicant has secured the implementation of a programme of recording to Level 4, as defined by English Heritage, of the Pressing Store, Jubilee House and Powerhouse, prior to the partial demolition of the Pressing Store and refurbishment of the Powerhouse hereby approved and then agreed in writing by the Local Planning Authority. Copies of the documents to be sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environmental Record (HER).

**REASON:**

To safeguard the special architectural and historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) policy PT1.HE1 of the Local Plan Part 1 (November 2012).

**INFORMATIVES**

**1** You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

**2** Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

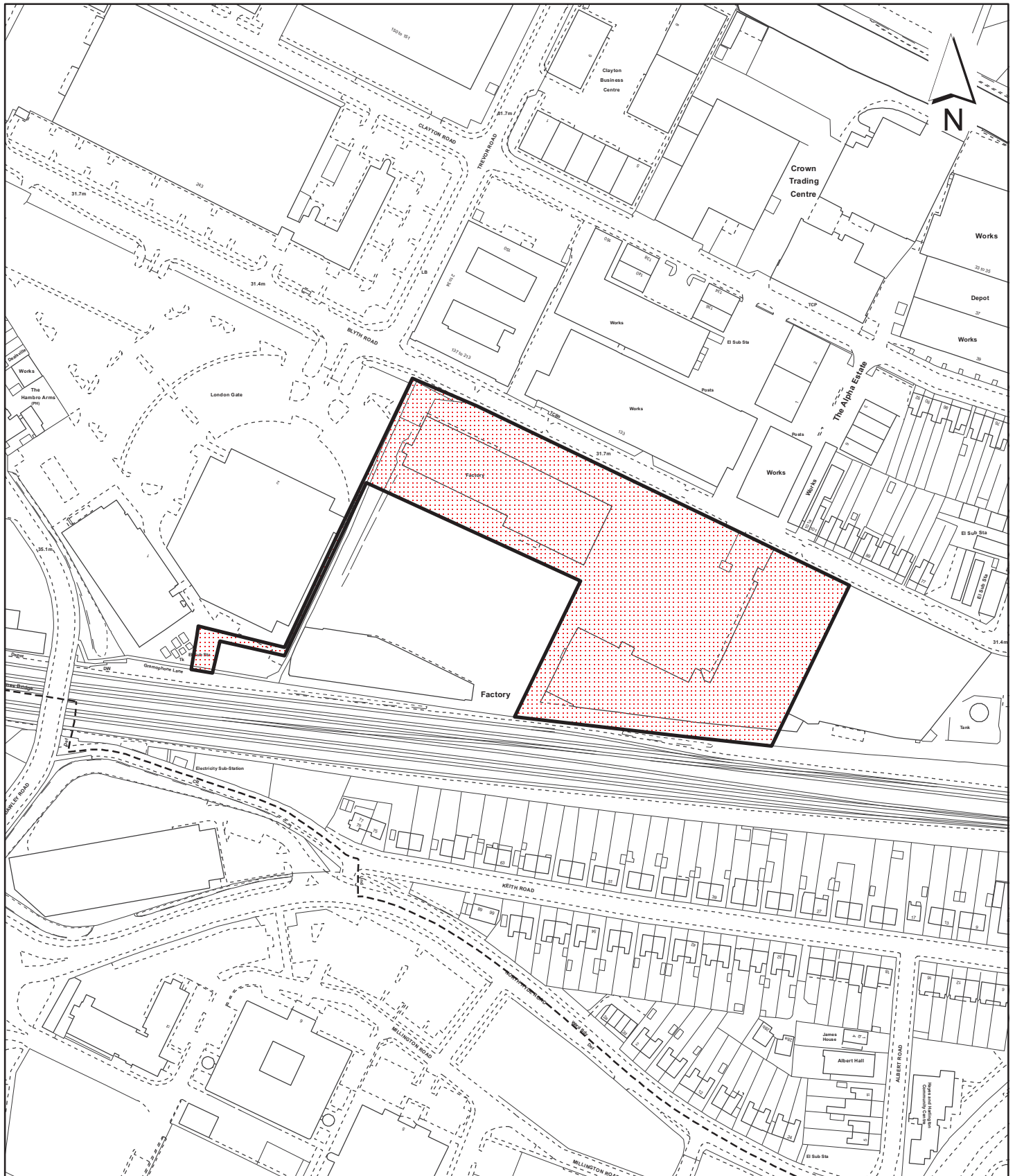
You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

- 3 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 4 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

**Contact Officer:** Linda Aitken

**Telephone No:** 01895 250230





**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**The Old Vinyl Factory Site  
 Blyth Road  
 Hayes**

Planning Application Ref:  
**59872/APP/2012/1840**

Planning Committee  
**Central and South**

Scale  
**1:2,500**

Date  
**November 2012**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111



**HILLINGDON**  
 LONDON

## Report of the Head of Planning & Enforcement Services

**Address** UXBRIDGE HIGH SCHOOL THE GREENWAY UXBRIDGE

**Development:** Erection of an indoor sports facility, 3m acoustic fence and associated works.

**LBH Ref Nos:** 6528/APP/2012/1932

**Drawing Nos:** 319-AL(0)0011 Rev A - Existing Location Plan  
319-AL(0)010 - Existing Elevations  
319-AL(0)001 Rev D - Existing Site Plan  
319-AL(0)0101 Rev F Proposed Site Plan  
319-AL(0)0104 Rev C - Roof Plan  
319-AL(0)011 - Existing Elevations  
319-AL(0)0110 Rev E - Proposed Elevations  
319-AL(0)0111 Rev D - Proposed Elevations  
319-AL(0)0120 Rev E - Proposed Site Sections  
319-AL(0)0121 Rev C - Proposed Section A-A  
319-AL(0)0122 Rev B - Proposed Section D-D  
319-AL(0)0130 Rev A View of Proposed Entrance  
319-AL(0)0131 Rev A - View of East Border  
319-AL(0)020 - Existing Site Sections  
CIL Questions  
Design & access statement  
Planning statement  
Energy and Sustainability Statement  
Travel Plan  
Addendum to Arboricultural Report  
Arboricultural Impact assessment  
319AL(0)102\_G (1).  
319AL(0)103\_G (2).  
Noise Report 12P19 JT T878-93

**Date Plans Received:** 06/08/2012                      **Date(s) of Amendment(s):** 13/11/2012  
**Date Application Valid:** 07/09/2012                      07/09/2012

### 1. SUMMARY

Planning permission is sought for the erection of a new indoor sports facility on the south east corner of Uxbridge High School, on an area previously used as a football pitch. The indoor sports facility will provide an enclosed artificial turf playing surface and include two storey ancillary accommodation, comprising two learning zones, six classrooms, student changing rooms, a staff changing area, a gym, a physio room, a small viewing area and an area for storage.

No representations have been received to the public consultation.

Although the application site is located within the Green Belt, it is considered that very special circumstances exist to outweigh any harm caused by the inappropriateness of having a new school building in the Green Belt. These include the educational use and need, the provision of an elite and community facility, increased participation in sport and recreation, and the lack of alternative locations. On balance, it is considered that the need for facilities to encourage the use for indoor sporting facilities amounts to a case of

very special circumstances so as to justify an exception to Green Belt Policy. Furthermore, it is not considered that the proposal will have such an adverse impact on the openness of the Green Belt so as to justify refusal.

Subject to conditions, the development should not result in unacceptable impacts on the amenities of neighbouring properties and highway and pedestrian safety impacts are considered to be acceptable. The application is therefore recommended for approval.

## **2. RECOMMENDATION**

**1. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended or other appropriate legislation to ensure:**

**(i) That if this consent is implemented then the Phase 2 proposals approved under planning reference 6528/APP/2007/2074, granted on 8 October 2007 shall not be implemented.**

**(ii) The submission of a School Use Scheme for the approval in writing by the Local Planning Authority. The Scheme shall include hours of use, access to the grass pitches and the artificial pitch by school pupils and staff and details of coaching provided by Brentford FC.**

**2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.**

**3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.**

**4. If the S106 Agreement has not been finalised by the 28 May 2013, or such other timeframe that may be agreed by the Head of Planning Sport and Green Spaces, the application be refused for the following reason:**

**The cumulative impact of the proposal and previously approved but unimplemented development on the school site, by reason of their siting, height and bulk and associated infrastructure works, would result in an urbanising effect and have a detrimental impact on the open character, amenity and function of the Green Belt and on the character of the area generally, contrary to Policies OL1, BE38 and BE13 of the Unitary Development Plan Saved Policies (September 2007), Hillingdon Local Plan Part 1 Policy EM2, London Plan Policy 7.16 and the NPPF.**

**5. That if the application is approved, the following conditions be attached:**

**1 T8 Time Limit - full planning application 3 years**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

**2 OM1 Development in accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

319-AL(0)0011 Rev A - Existing Location Plan  
319-AL(0)010 - Existing Elevations  
319-AL(0)001 Rev D - Existing Site Plan  
319-AL(0)0101 Rev F Proposed Site Plan  
319-AL(0)0104 Rev C - Roof Plan  
319-AL(0)011 - Existing Elevations  
319-AL(0)0110 Rev E - Proposed Elevations  
319-AL(0)0111 Rev D - Proposed Elevations  
319-AL(0)0120 Rev E - Proposed Site Sections  
319-AL(0)0121 Rev C - Proposed Section A-A  
319-AL(0)0122 Rev B - Proposed Section D-D  
319-AL(0)0130 Rev A View of Proposed Entrance  
319-AL(0)0131 Rev A - View of East Border  
319-AL(0)020 - Existing Site Sections  
319AL(0)102\_G (1)  
319AL(0)103\_G (2)

and shall thereafter be retained/maintained for as long as the development remains in existence.

#### REASON

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

#### **3 RES5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Addendum to Arboricultural Impact Assessment (2007), dated 12/9/2012

Sustainability Statement

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

#### REASON

To ensure that the development complies with the objectives of Policies BE38 Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 5.2 of the London Plan (July 2011).

#### **4 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 OM2 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of the proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 B22 Noise Insulation of Buildings Near Residential Development**

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the development, here by permitted, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit a construction and logistics management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (ii) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (iii) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the construction process.
- (vi) The storage of construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

**REASON**

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**8 NONSC Non Standard Condition**

Prior to the commencement of the use/development hereby approved, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of pricing policy, hours of use, access to the grass pitches and the artificial pitch by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

**REASON**



To ensure adequate community usage of the development, in compliance with Policy R3 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**9 NONSC Non Standard Condition**

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free from contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved by the Local Planning Authority.

**REASON**

To ensure that the occupants of the development are not subjected to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan.

**10 NONSC Non Standard Condition**

If any potentially contaminated buildings or grounds is found on the site during the development works the developer shall carry out investigations and chemical testing of the potentially contaminated ground. Any contaminated building or land shall be remedied to the satisfaction of the Local Planning Authority. Copies of all documentation relating to the aforementioned investigations and works including chemical testing, the remediation scheme, the remedial works and the validation report shall be submitted to and approved by the Local Planning Authority.

**REASON**

To ensure that the occupants of the development are not subjected to any risks from soil contamination and all other pollutants in accordance with policy OE11 of the Hillingdon Unitary Development Plan.

**11 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

**REASON**

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of



the Town and Country Planning Act 1990.

**12 COM8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

**REASON**

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**13 COM9 Landscaping (including refuse/cycle storage)**

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  - 1.d Method statement for the installation of the acoustic fence along the eastern boundary including trial excavation of footings and pre-emptive crown lifting (as and when necessary) to prevent accidental damage during installation of the fence.
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Means of enclosure/boundary treatments
  - 2.c Hard Surfacing Materials
  - 2.f External Lighting

2.g Other structures

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground, including details of the siting of the underground attenuation tanks and alignment of associated pipework.

5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan.

#### **14 COM22 Operating Hours**

The facilities hereby approved shall not be used except between 07:30 hours and 21:00 hours Mondays to Saturdays, 08:00 to 18:00 hours Saturdays and 09:00 and 12:00 on Sundays and Public/Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **15 NONSC Non Standard Condition**

Prior to the commencement of a development, an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include:

1 the calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately.

2 proposals to reduce carbon dioxide emissions through the energy efficient design of the site, buildings and services

3 proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP)

4 proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies.

The assessment shall demonstrate that the measures proposed to meet steps 2 -3 above will reduce the CO2 emissions by a minimum of 25% from all parts of the development. The development shall then proceed in accordance with the approved assessment.

REASON

To ensure the development reduces its impact on climate change in accordance with Policy 5.2 of the London Plan (July 2011).

**16 NONSC Non Standard Condition**

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The scheme shall also demonstrate how collected rainwater will be treated appropriate for reuse in the building. The development must proceed in accordance with the approved scheme.

**REASON**

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan (July 2011).

**17 NONSC Non Standard Condition**

Prior to the commencement of development a scheme for efficient management of water from the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate the provision of sustainable drainage systems within the development to manage surface water run off and minimise the risk of flooding. Where measures are proposed, full details of the location shall be included within the assessment. If soakaways are proposed, porosity test results will need to be provided to demonstrate their suitability. The sustainable drainage system should be linked to the proposals to reduce the potable water demand. The development shall proceed in accordance with the approved scheme.

**REASON**

To reduce the demand on potable water and provide a sustainable drainage system in accordance with Policy 5.13 and 5.15 of the London Plan (July 2011).

**18 COM29 No floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

**REASON**

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with Policies BE13, EC3 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**19 COM31 Secured by Design**

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote

the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

**20 DIS1 Facilities for People with Disabilities**

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

**INFORMATIVES**

**1 I15 Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**2 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

**3 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all

relevant material considerations, including the London Plan (July 2011) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE28	Shop fronts - design and materials
BE4	New development within or on the fringes of conservation areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL3	OL3 Green Belt -
R16	Accessibility for elderly people, people with disabilities, women and children
R3	Indoor sports, leisure and entertainment facilities
R4	Proposals that would involve the loss of recreational open space
R6	Ancillary recreational facilities
R7	Provision of facilities which support arts, cultural and entertainment activities
R10	Proposals for new meeting halls and buildings for education, social, community and health services
LPP 3.19	(2011) Sports Facilities
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 7.16	(2011) Green Belt
NPPF1	
NPPF11	
NPPF4	
NPPF7	
NPPF8	
NPPF9	

#### **4 16 Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

#### **5**

The applicant is reminded that Phase 2 of the outline planning permission (ref:6528/APP/2007/2074), granted in October 2007 for a two phase masterplan proposal for the School's development has not yet been implemented. Since the Phase 2 building would directly abut the new sports hall, it could not be built in its approved form. If the school were ever to consider implementing Phase 2 of its masterplan proposals, this would entail revisions to the approved masterplan approval, which would require a new planning application, the determination of which would have to take into account the sports hall.

#### **6**

The installation of the acoustic fence along the school's eastern boundary could have a primary impact on some of the boundary trees. The Arboricultural Impact Addendum dated 7 September 2012 recommends that the footings are trial excavated under specialist supervision, to ensure that the root protection area impact is mitigated. It may also be necessary to undertake pre-emptive crown lifting to prevent accidental damage during installation of the fence. These details should be submitted as part of the landscaping proposals.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

Uxbridge High School is located on the southern side of the Greenway between Cleveland Road and Hillingdon Road. The school site occupies an area of 7.01 hectares and is designated as Green Belt land under the Hillingdon Unitary Development Plan Saved Policies (September 2007). The school comprises a number of existing single, two and three storey buildings comprising teaching, administration blocks. The majority of school buildings are located towards the northeast end of the site. Much of the land between the school's existing buildings is hard-standing and paving. Car parking is currently provided at the northern end of the site, accessed from The Greenway. The remainder of the school site is used as out door sports pitches, tennis courts and a trim trail.

The site of the new facility was previously a football pitch, located in the south east corner of the school. However, the ground was used as the site compound during the construction of Phase 2 of the school's expansion in 2008. As a result of damage caused to the surface, it is no longer suitable for use as a pitch in its current state. However, it remains open land. The application site is adjoined to the east by rear gardens and garages associated with residences fronting Concorde Close and Turnpike Lane. To the south, the application site is adjoined by Brunel University, a major developed site in the Green Belt. To the west, the application site is bounded by a line of mature trees and open space (playing fields), beyond which is residential development in Cleveland Road, which is characterised by semi-attached and detached 2 storey dwellings. The houses along the western side of Cleveland Road lie within The Greenway Conservation Area. Development to the north of the application site comprise the new Lancaster Building



(for Arts and Maths) and off-site, (across the Greenway) are predominantly residential (2 storey semi-detached dwellings), with a newsagents and cafe/takeaway immediately opposite the north east entrance to the school. Along the eastern boundary of the school there are trees and vegetation with an acoustic fence to part of the boundary with the residential properties.

### **3.2 Proposed Scheme**

Planning permission is sought for the erection of a new indoor sports facility. The facility will provide Third Generation artificial turf playing surface. It will also include two storey ancillary accommodation comprising: two learning zones; six classrooms; student changing rooms; a staff changing area; a gym; a physio room; a small viewing area; and an area for storage.

The enclosed pitch will be approximately 64m (length) x 46m (width), with an additional 3.7m on each side of the pitch for run-off. The internal eaves height of the building to the underside of the roof trusses is 9.1m, which is the minimum requirement for a sports hall. The artificial turf playing surface will be primarily used for football, but can also be used for other sports such as rugby, athletics and other ball games. The gym will also provide a range of exercise equipment. The classrooms will provide additional teaching space for the school. The learning zones have a moveable wall so that they can be used flexibly to adapt to the needs of the School over time.

As part of the application the existing acoustic fence on the boundary with residential properties of Turnpike Lane will be extended the full length of the school playing field to mitigate against any disturbance from the school site.

The primary user of the facility will be the school for education, sport and recreational purposes. Outside of school hours, it is intended that the facility will be used by Brentford Football Club as part of their football academy. By way of background, the Elite Player Performance Plan (EPPP) introduced by the Football Association for the 2012 - 2013 season, requires better links between local schools and football club academies. The aim of the EPPP is to ensure that the education of children at academies is not disrupted and that they receive a full and rounded education, whilst having the best coaching of their football skills. The partnership between Brentford FC and Uxbridge High School would allow academy pupils to be schooled on site, so that they get the best out of their football education as well as their academic education.

In terms of hours of use, the applicants state that the indoor sports facility will not be used beyond 9 pm, which corresponds with the current use of the School site. During the summer, when neither the School nor the Club would be using the facilities, the Club's Community Trust will run events for the community.

Access to the site will be through the school, which is off The Greenway. No alterations are proposed to the layout or number of car parking spaces. Access to the facility will be on the north elevation and will provide inclusive access for all.

The application is supported by a number of reports that assess or provide information on the proposal. A summary and some key conclusions from these reports are provided below:

- Planning Statement

The statement provides a justification for the proposal and identifies key planning

considerations.

- Design and Access Statement

This report outlines the context for the development and provides a justification for the number of , layout, scale and access for the proposed development. The report also provides a summary of the proposals and assesses them against policy and planning guideline considerations.

- Sustainability and Energy Statement

The sustainability credentials of the scheme are assessed in respect of renewable energy resources and achieving savings in terms of CO2.

- School Travel Plan Update 2012 / 2015

Updated school Travel Plan.

- Addendum to Arboricultural Report

This is an addendum to the 2007 Impact Assessment Report issued on 01/05/07, in support of the school's masterplan proposals This document reviews the potential impacts within the current proposals.

The report concludes that there are no significant impacts of development from the building itself, although there are potential impacts from the acoustic fence, which can be mitigated through specific design / constructional means. Retained trees should be protected from more general construction site activities (vehicles, materials, access etc.) by a tree protection barrier, supplemented as necessary with ground protection. Mitigation strategies can be specified within further method statements.

### 3.3 Relevant Planning History

6528/APP/2007/1126 Uxbridge High School The Greenway Uxbridge

ERECTION OF A THREE STOREY BUILDING TO ACCOMMODATE A NEW 250 PLACE SIXTH FORM AND FOR COMMUNITY USE (INCORPORATING FLEXIBLE LEARNING SPACE WITH MOVABLE PARTITIONS, DRAMA SUITE, AMENITY HALL AND RECEPTION), A NEW GLASS COVERED CANOPY TO CONNECT THE NEW BUILDING TO EXISTING BLOCK B, EXISTING TENNIS COURTS TO BE CONVERTED TO MUGA HARD PLAY, INSTALLATION OF NEW TENNIS COURTS, NEW WIDENED ACCESS FOR SERVICE DELIVERIES AND LANDSCAPING ( INVOLVING PARTIAL DEMOLITION OF BLOCK B AND DEMOLITION OF BLOCKS F, L, H, J, K & N)

**Decision:**

6528/APP/2007/2043 Uxbridge High School The Greenway Uxbridge

DEVELOPMENT OF A SIXTH FORM, GENERAL TEACHING AND PART COMMUNITY USE BLOCK (2,950 SQ.M FLOOR AREA), ERECTION OF 1 x 15 METRE HIGH WIND TURBINE, TEMPORARY CONSTRUCTION ROAD, CHANGES TO RECREATIONAL OPEN SPACES, ASSOCIATED BICYCLE STORAGE, CAR PARKING AND LANDSCAPING (INVOLVING DEMOLITION OF FIVE EXISTING OUTBUILDINGS): PHASE 1 OF OUTLINE MASTER PLAN PROPOSALS.

**Decision:** 08-10-2007    Approved

6528/APP/2007/2074    Uxbridge High School The Greenway Uxbridge

UXBRIDGE HIGH SCHOOL 2 PHASE MASTER PLAN PROPOSAL COMPRISING (PHASE 1) DEVELOPMENT OF SIXTH FORM, GENERAL TEACHING AND PART COMMUNITY USE BUILDING IN A THREE STOREY BLOCK (3,040 SQ.M FLOOR AREA), ERECTION OF 1 x 15 METRE HIGH WIND TURBINE, TEMPORARY CONSTRUCTION ROAD, CHANGES TO RECREATIONAL OPEN SPACES, ASSOCIATED BICYCLE STORAGE, CAR PARKING AND LANDSCAPING (INVOLVING DEMOLITION OF 5 EXISTING OUTBUILDINGS (PHASE 2): DEVELOPMENT OF A THREE STOREY GENERAL SCIENCE AND TECHNOLOGY BUILDING, THREE STOREY GENERAL TEACHING BUILDING, TWO STOREY FOOD TECHNOLOGY, DINING AND LIBRARY BUILDING, SINGLE STOREY RECEPTION BUILDING INCLUDING CAFE AND OFFICE FACILITIES, HEALTHY LIVING CENTRE INCORPORATING 4 COURT SPORTS HALL (INVOLVING DEMOLITION OF EXISTING BLOCKS A, C, D, E, G, I, M, N, O, P AND SUB-STATION), RELOCATION OF TENNIS COURTS, NEW PEDESTRIAN AND CYCLE PATH, TRIM TRAIL, VEHICLE DROP-OFF AREA, CYCLE AND CAR PARKING, ASSOCIATED LANDSCAPING AND NEW SERVICE ROAD ON EASTERN SITE BOUNDARY (OUTLINE APPLICATION).

**Decision:** 08-10-2007    Approved

#### **Comment on Relevant Planning History**

There has an extensive planning history, the most relevant and recent being:

- Planning Permission Ref: 6528/APP/2005/761 dated 06/10/2005 provided temporary planning permission for the retention and relocation of a temporary portable classroom.
- Planning Permission Ref: 6528/APP/2005/894 dated 06/10/2005 approved the erection of a new building to provide 4 classrooms, 6th form facilities, a textile room, study room and ancillary facilities.
- Planning Permission Ref: 6528/APP/2005/1430 dated 31/08/2001 approved the erection of a single storey extension to the existing Block A, to provide an additional classroom.
- The key planning history is the outline planning permission (ref: 6528/APP/2007/2074) granted in October 2007 for a two phase masterplan proposal for the School's development. Phase 1 comprised the development of a sixth form, general teaching and part community use building in a three storey block, erection of a wind turbine, provision of a temporary construction road, changes to recreational open spaces, associated bicycle storage, car parking and landscaping.
- Phase 2 comprised the development of a three storey general science and technology building, three storey general teaching building, two storey food technology, dining and library building, single storey reception building including cafe and office facilities, healthy living centre, relocation of tennis courts, new pedestrian and cycle path, trim trail, vehicle drop-off area, cycle and car parking, associated landscaping and new service road on eastern site boundary.
- Phase 1 of this permission has been built out as the Lancaster Building. Due to the

location of this indoor sports facility, the proposed school healthy living centre approved as part of Phase 2 of outline planning permission (ref: 6528/APP/2007/2074) can no longer be constructed in its permitted form.

#### **4. Planning Policies and Standards**

- National Planning Policy Framework (NPPF) which was published on 27 March 2012.
- The London Plan (2011).
- Hillingdon Unitary Development Plan Saved Policies (September 2007).
- Hillingdon's Core Strategy

#### **UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- |         |   |
|---------|---|
| PT1.1   | To maintain the Green Belt for uses which preserve or enhance the open nature of the area.  |
| PT1.10  | To seek to ensure that development does not adversely affect the amenity and the character of the area.   |
| PT1.30  | To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities. |
| PT1.BE1 | (2012) Built Environment  |
| PT1.CI1 | (2012) Community Infrastructure Provision   |
| PT1.CI2 | (2012) Leisure and Recreation   |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation   |
| PT1.EM2 | (2012) Green Belt, Metropolitan Open Land and Green Chains  |
| PT1.EM4 | (2012) Open Space and Informal Recreation   |
| PT1.EM5 | (2012) Sport and Leisure  |

Part 2 Policies:

- |      |  |
|------|--|
| AM1  | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations |
| AM14 | New development and car parking standards.   |
| AM15 | Provision of reserved parking spaces for disabled persons  |
| AM2  | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity                        |
| AM7  | Consideration of traffic generated by proposed developments.   |
| AM9  | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities          |
| BE13 | New development must harmonise with the existing street scene.   |
| BE18 | Design considerations - pedestrian security and safety   |
| BE19 | New development must improve or complement the character of the area.  |

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE28	Shop fronts - design and materials
BE4	New development within or on the fringes of conservation areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL3	OL3 Green Belt -
R16	Accessibility for elderly people, people with disabilities, women and children
R3	Indoor sports, leisure and entertainment facilities
R4	Proposals that would involve the loss of recreational open space
R6	Ancillary recreational facilities
R7	Provision of facilities which support arts, cultural and entertainment activities
R10	Proposals for new meeting halls and buildings for education, social, community and health services
LPP 3.19	(2011) Sports Facilities
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 7.16	(2011) Green Belt
NPPF1	
NPPF11	
NPPF4	
NPPF7	
NPPF8	
NPPF9	

## 5. Advertisement and Site Notice

**5.1** Advertisement Expiry Date:- **10th October 2012**

**5.2** Site Notice Expiry Date:- Not applicable

3rd October 2012

## 6. Consultations

### External Consultees

The application has been advertised as a departure from the Unitary Development Plan and advertised under Article 8 of the Town and Country Planning Act (1990). A site notice was erected and 150 neighbours were consulted by letter. No responses have been received.

GLA (Stage 1 Report)

The Deputy Mayor considers that the application complies with the London Plan for the reasons set out in the report, but asks that account be taken of comments contained therein. The Mayor does not need to be consulted again, and the Council may therefore proceed to determine the application without further reference to the GLA.

The London Plan Policies on Green Belt, playing fields, education, design, inclusive design, sustainable development, employment and training and transport are relevant to this application. In general the application complies with these policies. However, the proposal will be improved by the following changes:

- Playing fields - Confirmation should be sought from Sport England that they are satisfied with the proposal
- Inclusive design - The Council should ensure that the concerns raised are addressed and secured through conditions.
- Sustainable development - For clarity, the applicant should confirm the overall regulated carbon dioxide emissions savings after the cumulative effect on energy efficiency measures, CHP and renewables has been taken into account.
- Employment and training - The strategy should be provided and this should be secured.
- Transport - A construction logistics plan should be provided and this should be secured.

### SPORT ENGLAND

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No.2184), in that it is on land that has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.2 ha or more, or that it is on land that is allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement.

Sport England has therefore considered the application in the light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The policy states that:

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field or allocated for use as a playing field in an adopted or draft deposit local plan, unless, in the judgement of Sport England, one of the specific circumstances applies'.

Reason: Development which would lead to the loss of all or part of a playing field, or which would prejudice its use, should not normally be permitted because it would permanently reduce the opportunities for participation in sporting activities. Government planning policy and the policies of



Sport England have recognised the importance of such activities to the social and economic well-being of the country.

The application proposes the erection of an indoor sports facility to include changing provision, 50 yard x 70 yard 3G playing surface, staff changing area, gym, physio room, small spectator area and storage. The proposal will also include an element of teaching and classroom space comprising two learning zones and six classrooms. It is noted that the proposed facility is intended to be used by the school and Brentford Football Club. Hours of operations extend to 9pm.

The proposed development has scope to meet exception E5 of Sport England's adopted playing field policy which states;

E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

However, in order to confirm whether the proposed facility is of sufficient benefit to the development of sport, Sport England requires further information on the size of the proposed changing facilities. We would also encourage the applicant to consider evening usage up to 10pm. Consideration should also be given to extending the offer of community use to include other clubs in addition to Brentford Football Club. It would be helpful if the applicant could respond on these points.

On receipt of further information, Sport England would like the opportunity to comment further. In the meantime, it must register a holding objection on the basis that it is not fully satisfied, at this stage that the proposed development complies with Sport England's adopted playing field policy.

Should your Authority be minded to approve this application without the above condition(s), then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, and the DCLG letter of 10 March 2011, the application should be referred to the National Planning Casework Unit.

If this application is to be presented to a Planning Committee, we would like to be notified in advance of the publication of any committee agendas, report(s) and committee date(s). We would be grateful if you would advise us of the outcome of the application by sending us a copy of the decision notice.

#### Additional Comments

Further to Sport England's letter dated 2 October, having received further information from the applicant addressing the points raised in our earlier correspondence.

It is understood that the scheme provides two changing rooms, either for male and female or home and away teams. Each changing room is 20sqm in size and is intended to accommodate 20 persons. The applicant has confirmed that there is 500mm per person for the changing spaces/benches. There will be five showers per changing room.

With regards to after school usage, the applicant has confirmed that the proposed indoor sports facility will be utilised from 9 am up to 9 pm during weekdays and Saturday mornings. Hours of usage have been limited to 9pm in the evenings as the indoor sports facility is located on the boundary with residential properties. It is understood that residents have raised noise and light spillage as potential issues with the expansion of the school buildings on this boundary.

It is intended that the proposed indoor sports facility will be utilised by the school during the daytime and by Brentford Football club in the late afternoon and evenings. Sport England questioned

whether other clubs would have access to the facilities. In response, the applicant has confirmed that Brentford FC has approximately 50 football scholars across 5 year groups and a need to train on an almost daily basis. As such, the applicant advises that Brentford FC will utilise almost all the available time after school hours. When not in use by Brentford FC after school hours, the school will wish to use the facility for evening classes.

As commented previously, the proposed development has scope to meet exception E5 of Sport England's adopted playing field policy which states:

E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

In light of the additional information/ clarity provided I am satisfied that the development does meet the above policy exception subject to conditions being imposed which secure community use of the site, in this case, for Brentford FC. This being the case, Sport England does not wish to raise an objection to this application, subject to the following condition(s) being attached to the decision notice (if the Council are minded to approve the application):

Prior to the commencement of the use/development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of pricing policy, hours of use, access to the grass pitches and artificial grass pitch by non-school users/ non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

If you wish to amend the wording of the conditions or use another mechanism in lieu of the condition(s), please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

If your Authority decides not to attach the above condition(s), Sport England would wish to maintain/lodge a statutory objection to this application. Should your Authority be minded to approve this application without the above condition(s), then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, and the DCLG letter of 10 March 2011, the application should be referred to the National Planning Casework Unit.

The absence of an objection to this application in the context of the Town and Country Planning Acts, does not in any way commit Sport England's or any National Governing Body of Sport's support for any related application for grants funding.

#### TRANSPORT FOR LONDON (TfL)

The proposed development site is located within open space south of Uxbridge High School, bounded by the Greenway to the north, Hillingdon Road to the east (part of the Strategic Road Network(SRN)), Brunel University campus to the south and Cleveland Road to the west. There is no Transport for London Road Network in close proximity, the nearest being the A40, over 2km to the north.

Car and bicycle parking provision will remain as existing, as will the access to the site which is currently off the Greenway. TfL deems this to be acceptable as the new building will only be used by students already attending the school. Therefore, it is also accepted that the existing Travel Plan can remain in place.

TfL requests that a Construction Logistics Plan is secured by condition to ensure that any potential

transport impacts during the development's construction phase are mitigated. TfL's guidelines on producing such a plan can be found here: [http://www.tfl.gov.uk/microsites/freight/construction\\_logistics\\_plans.aspx](http://www.tfl.gov.uk/microsites/freight/construction_logistics_plans.aspx)

Due to its educational use, the development is not liable to the Community Infrastructure Levy (CIL).

MOD SAFEGUARDING (NORTHOLT) - No safeguarding objections.

#### NATS SAFEGUARDING

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NERL (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NERL in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

#### **Internal Consultees**

##### HIGHWAY ENGINEER

Further to undertaking a site inspection and reviewing the submitted information in relation to the above, I would comment as follows.

The development proposals are for the construction of an indoor sports facility at Uxbridge High School that will be used by existing pupils during the school daytime and by Brentford FC academy during the late afternoon and evening. The pupils attending the academy will also attend Uxbridge High School.

There are no proposals to provide additional car parking within the site and the existing parking provision of approximately 65 spaces will remain unchanged.

When undertaking an assessment of the development, it is noted that there will not be an increase in the number of pupils attending the school and it is expected that the academy will operate with a maximum of 30 pupils and 5 coaching staff. In addition, it is proposed that Brentford FC Community Trust will use the facilities during school holidays, providing sporting activities for disadvantaged or disabled children (20-25 children with carers/supervisors), which will operate when the school is vacant.

When assessing the demand for parking associated with the Brentford FC academy and the Community Trust, it is considered that based on the nature and hours of operation, there will be sufficient parking within the site. Therefore, it is considered that the development proposals comply with the transportation policies of the adopted Hillingdon Unitary Development Plan, and no objection is raised in relation to the highway aspect of the development.

However, a suitably worded condition is required to be imposed on the planning consent requiring a

traffic management plan to be provided before commencement of any works at the site, providing details in relation to access (vehicular and pedestrian) and the parking provision for contracting staff and the delivery of materials during construction.

#### ACCESS OFFICER

The Design and Access Statement states that level thresholds into the building would be achieved and suggests that all learning zones would be accessible. It is proposed that a platform lift would be provided to meet Document M to the Building Regulations to facilitate wheelchair access to the classrooms and spectator area on the first floor. No details have however been provided on the specification of the proposed lift.

At ground floor level there appears to be no accessible toilet or changing facilities for disabled people who may be taking part in water activities. There is, however, an accessible toilet facility proposed on the first floor.

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

The Act states that service providers should think ahead to take steps to address barriers that impede disabled people, and further information is requested on the following:

1. Details should be submitted on the access route: the pathway width, substructure, and pathway surface materials to demonstrate compliance with BS 8300:2009.
2. There appear to be no changing facilities for disabled players, and the accessible toilet facility having been located on the first floor suggest that the ground floor sports facilities are not intended for use by wheelchair users. The design access statement should be broadened to explain what facilities have been incorporated to integrate disabled people in line with Sport England guidance.

Officer Note: Amended plans have been submitted addressing these concerns. The Access Officer is satisfied with the amendments and considers the details are now acceptable.

#### ENVIRONMENTAL PROTECTION UNIT

Following conditions and comments are pertinent for the above mentioned application:

##### Soil Contamination

(1) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free from contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the occupants of the development are not subjected to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan.

(2) If any potentially contaminated buildings or grounds is found on the site during the development works the developer shall carry out investigations and chemical testing of the potentially contaminated ground. Any contaminated building or land shall be remedied to the satisfaction of the Local Planning Authority. Copies of all documentation relating to the aforementioned investigations and works including chemical testing, the remediation scheme, the

remedial works and the validation report shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the occupants of the development are not subjected to any risks from soil contamination and all other pollutants in accordance with policy OE11 of the Hillingdon Unitary Development Plan.

#### Noise

Concerns are raised with regard to safeguarding the amenity of nearby residents from noise from fixed plant/heating/ventilation plant installed in connection with the hall and from break out from activities taking place in hall. The impact of noise from fixed plant can be controlled by way of a suitably worded condition.

With regard to noise breakout associated with the use of the football pitch the design and access statement advises;

.....There are no windows in the elevations facing the neighbours, and any ventilation to the facility will be through small openings in the roof. This means that airborne noise from the building will be minimal. Also internally there will be perimeter re-bound boards so any balls kicked against the walls will not impact against the cladding therefore reverberation and noise impacts will be significantly reduced. Netting above these boards will catch any high balls so that they do not impact against the cladding at high level either.

Also the planning statement advises, para 5.5 that there will not be an unacceptable noise impact associated with the proposed development. However, this is not supported by any objective analysis.

Officers are not familiar with use of netting re-bound boards or their effectiveness in eliminating ball impacts on the external cladding of the building. However, if they are not fully effective, it is likely that ball strikes will be clearly audible in the rear gardens of the adjoining dwellings and, dependent on how often they occur may result in significant noise disturbance. The building is to be constructed of relatively lightweight materials and even if doors are kept closed when the football pitch is being used, indicative calculations suggest that individual noise peaks during play will be audible at the closest house and may cause significant disturbance.

Based on the available information it is not clear that the building could be used for the intended purpose without causing significant detriment to amenity. The applicant is therefore requested to submit an acoustic appraisal to quantitatively evaluate the noise impact of the proposed development and identify any necessary mitigation measures that may be required to safeguard the amenity of nearby residents.

In addition, while it may not be a material planning consideration, the extensive use of acoustically reflective materials, steel and polycarbonate sheet, means that acoustic treatment (sound absorption) is likely to be required if the reverberation time minimum performance standard specified in 'Acoustic performance standards for the priority schools building programme, September 2012' is to be achieved. A failure to achieve this standard would be likely to adversely impact upon the utility of the playing area as a teaching space. It may be that the applicant would wish to include consideration of this aspect in the noise consultant's brief.

Additional comments:

In response to the additional information submitted, the following noise condition is recommended:

The development shall not begin until a scheme which specifies the provisions to be made for the



control of noise emanating from the development, here by permitted, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

#### REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

#### Light Pollution

To safeguard the situation with regard to the protection of residential amenity I recommend that any permission that might be granted be subject to a condition to require the design and implementation of a lighting scheme which conforms to the ACPO guidance.

In the event of an approval, the Council's Control of Environmental Nuisance from Construction Work informative should be attached.

#### TREE AND LANDSCAPE OFFICER

LANDSCAPE CONTEXT: The site is situated in the south-east corner of the Uxbridge High School playing fields. The new Lancaster Building (for Arts and Maths) lies to the north and, off-site, Brunel University is situated to the south. The plot is close to the eastern boundary of the school campus which backs on to the residential properties in Turnpike Lane. There are no trees or other significant landscape features within the playing field itself. However, there is an avenue of mature trees on a north-south axis which bisects the school playing fields, forming a distinctive landscape feature immediately to the west of the site. There are also a number of mature trees along the east boundary which are growing within mown grass and are separated from the proposed development site by a roadway - which was installed as a temporary haul route to facilitate previous building projects.

Trees on the site are not protected by Tree Preservation Order or Conservation Area designation. Nevertheless, the existing trees contribute to the recreational landscape and environmental quality of the site, providing screening (from neighbours) and spatial definition (within the site). They will also be valuable for biodiversity. Therefore, clarification has been sought as to whether the perimeter trees (or their root protection areas) may be vulnerable to new development in this vicinity.

PROPOSAL: The proposal is to build an indoor sports facility, with a 3m high acoustic fence and associated works.

LANDSCAPE CONSIDERATIONS: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The Design & Access Statement includes reference to the existing trees within the section Site Context & Landscaping. Landmark Trees have provided a supporting letter, regarding the arboricultural impact of the development on the nearby trees. This letter refers an impact assessment report prepared (By Landmark Trees) in 2007.

- There is no intention to remove trees and no anticipated primary impact on trees due to the siting of the building. However, the contractors access and working space should be carefully controlled to safeguard the trees against secondary or accidental damage. Landmark Trees's letter (3rd paragraph) confirms that the siting of the proposed underground water attenuation tanks and



associated pipework will not impact on the RPA of the retained trees. Details of the siting of tanks and alignment of pipework should be conditioned.

· A permanent 3 metre high timber acoustic fence was built along part of the school boundary (east) in association with the Lancaster building. This is to be extended towards the Brunel boundary (south), replacing the existing 2.2 m high fence. Landmark Trees letter (2nd paragraph) acknowledges that the installation of the acoustic fence could have a primary impact on trees T47-52, including T50 (an A category Lime). The report recommends that the footings are trial excavated under specialist supervision, to ensure that the RPA impact is mitigated. It may also be necessary to undertake pre-emptive crown lifting to prevent accidental damage during installation of the fence. These details should be conditioned.

There is an opportunity to secure landscape enhancement (in the form of additional tree planting) along the east and southern boundaries). If the haul route is no longer required, additional space could be freed up for boundary planting.

Finally, the proposed building is a large structure in the landscape. While the curved roof will help to reduce the visual mass, consideration should be given to the colour of the cladding materials details of which should be conditioned.

RECOMMENDATIONS: No objection, subject to the above considerations and conditions COM6, COM7, COM8, COM9 (parts 1, 2, 4, 5 and 6), and COM10.

#### S106 OFFICER

It is not considered that there are any s106 requirements at this time. If however EPU deem it necessary to mitigate noise off-site then this can be addressed through the s106 process.

#### URBAN DESIGN AND CONSERVATION OFFICER

COMMENTS: The school lies adjacent to The Greenway Conservation Area and the original school building fronting The Greenway is Locally Listed. The school site is large and screened on its eastern boundary with the Turnpike Lane properties by a number of substantial trees. There is another band of trees running north south adjacent to the site of the proposed new development that would provide screening to the west.

CONCLUSION: Whilst the new building would be quite large, it would be well screened from the surrounding residential areas and there would be little discernable impact on the setting of the adjacent conservation area. The Locally Listed frontage building would also be unaffected by the new development, as a number of other structures lie between it and the development site. To the rear is the Brunel University campus, which includes a number of buildings, some of considerable size.

The new building would be of simple modern design and functional in appearance. The main design issue in this instance would be the materials proposed for the external skin of the building. Of particular concern is the extensive use of polycarbonate for the upper part of the elevations. In order to fully consider this aspect of the building, it would be helpful to have a sample board of materials provided for consideration.

RECOMMENDATION: No objection in principle, but further consideration needs to be given to the external cladding materials of the new building.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

## GREEN BELT

The application site is designated as Green Belt land in the Hillingdon Unitary Development Plan (UDP) Saved Policies (September 2007). UDP Saved Policy OL1 defines the types of development considered acceptable within the Green Belt. These are predominantly open land uses including agriculture, horticulture, forestry, nature conservation, open air recreational activities and cemeteries. It states that planning permission will not be granted for new buildings or changes of use of existing land or buildings which do not fall within these uses. All other forms of development are, by definition, inappropriate. In order for inappropriate development to be acceptable in the Green Belt, very special circumstances must apply. Policy OL2 states that, where development proposals are acceptable within the Green Belt, in accordance with Policy OL1, the Local Planning Authority will seek comprehensive landscaping improvements to enhance the visual amenity of the Green Belt.

London Plan policy 7.16 reaffirms that the "strongest protection" should be given to London's Green Belt, in accordance with national guidance, and emphasises that inappropriate development should be refused, except in very special circumstances.

The NPPF reiterates that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It states that: "When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Saved UDP Policy OL1 and emerging Core Strategy Policy EM2 reflects Green Belt policy as set out within the NPPF. In view of the above policies, very special circumstances will need to be demonstrated in order to justify the development, to the extent that the harm to the openness of the Green Belt has been outweighed. The applicant has submitted that there are very special circumstances that outweigh the potential harm to the Green Belt. These are addressed below.

### Educational Use and Need

The NPPF 'Planning for school development' states that there should be a presumption in favour of development of state funded schools. Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen the choice of education.

Including the School within the Green Belt the applicants argue will inevitably cause some friction between planning policy the educational needs. The school must function effectively and meet the requirements set by the Department for Education. This will mean that the school must provide what are by definition 'inappropriate' facilities in the Green Belt, but which are necessary for the schools. In short, the development of the school over time is required in order to continue to provide a high standard of education, but this will inevitably result in a conflict with the Green Belt policy, since any built development must be deemed inappropriate.

Nevertheless, built development associated with secondary schools is addressed by saved Policy R10 of the UDP which states:

'The local planning authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to the other policies of this plan'.

This is reiterated in the Emerging Core Strategy Policy C12 which encourages the improvement of sports facilities at school. Both Policy R10 and Policy C12 support and encourage improved sports facilities at schools, despite Green Belt policy clearly stating that such development is inappropriate. This inherent policy conflict the applicant maintains, is a very special circumstance.

Furthermore, there is a need and desire by the school to improve its sporting facilities. The School currently only has a small sports hall, with limited changing facilities. This does not

allow the School to effectively encourage sporting activities and recreation as well as it would like. The proposed indoor sports facility will allow and facilitate increased participation in sport at the school. Increasing participation in sport the applicants maintain, brings with it improved educational and health benefits. The indoor sports facility will also provide six additional classrooms and two learning zones which will increase the capacity of the school and improve the educational facilities for existing students.

In summary, the school has identified a growing need to improve the indoor sporting facilities at Uxbridge High due to the poor standard of its existing provision and growing desire to encourage sport and recreation for children at the school. The proposed facility will provide a high quality year round facility for students. The provision of school buildings and those associated with sports and leisure are therefore considered acceptable in principle, in compliance with saved UDP Policy R10 and emerging Core Strategy Policy C12.

#### An Elite and Community Facility

Outside of school hours, the facility will be used by Brentford Football Club. The Football Association, alongside the Premier League and Football League have set out their proposals or the Elite Player Performance Plan (EPPP) which will come into effect for the 2012 - 2013 season. The EPPP aims to improve the development, including their social and educational development, of young football players in England. As part of the EPPP, a new four-tier academy hierarchy is proposed of which Brentford FC is striving to achieve Category 2 Academy Status. In order to achieve Category 2, the Club require access to a facility which provides education alongside football development. The location and the integration with Uxbridge High School is a vital part of delivering on the requirements of the EPPP.

It is intended that the 50 boys at Brentford's Academy will be scholars at Uxbridge High School. They will get their formal education at the School and their football development through evening coaching from Brentford Football Club's coaches. It is considered that the partnership approach taken by the school and the club to provide enhanced sports and education facilities for both will improve the education and football development of students and scholars. There are also strong links between the school and the adjoining Brunel University. The two educational establishments working together on a number of development issues for example in the planning and delivery of a number of Educationally based events. The provision of the indoor sports facility will support and strengthen this sharing of facilities and expertise.

### Lack of Alternative Locations

The applicants submit that the provision of an indoor sports facility for the school within its grounds in the most appropriate and sustainable location. Locating the indoor sports facility off-site would create significant logistical and safety problems, and would be unsustainable and very difficult to manage. The 50 boys at Brentford's Academy will be scholars at Uxbridge High School. They will get their formal education at the School and their football development from curriculum time and evening coaching by Brentford Football Club's coaches.

### Increased Participation in Sport and Recreation

One of the core planning principles set out at Paragraph 17 of the NPPF states that planning should take account of and support local strategies to improve health, social and cultural well being for all, and deliver sufficient community and cultural facilities and services to meet local needs. The new facility will help to encourage children to take part in sport with the associated health and social benefits. It will provide the opportunity for enhanced sports facilities on a School site which is needed to assist and improve health, education and well-being of the school's students.

### No impact on Green Belt Objectives

The applicant argues that the development does not prejudice Green Belt objectives, that the development is the minimum necessary to meet the need for an indoor sports facility, and that the visual and amenity impact has been minimised.

### Summary on Green Belt

The Mayor considers that the applicant has demonstrated the need for the provision of additional teaching spaces and a new indoor sports facility to be built for education use and they are considered to be very special circumstances to justify the inappropriate development in the Green Belt. The applicant has identified a growing need to improve the indoor sporting facilities due to the poor standard of its existing provision and the growing desire to encourage sport and recreation for children. On balance, it is considered that the need for facilities to encourage the use for indoor sporting facilities amounts to a case of very special circumstances so as to justify an exception to Green Belt Policy. In addition, it is not considered that the proposal will have such an adverse impact on the openness of the Green Belt so as to justify refusal.

### LOSS OF OPEN SPACE

The provision of sports facilities and the protection of recreational open space in urban areas are key Government objectives, as set out in Sport England's Planning Policies for Sport and The NPPF. NPPF Paragraph 74 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss. The application site is open space, formally used as a football pitch, and more recently as the contractor's compound during the construction of Phase 1 of the School's expansion. It is not suitable for formal games in its current state.

Paragraph 73 of the NPPF confirms access to high quality opportunities for sport and recreation can make an important contribution to health and well-being of communities. The proposals will bring back a former pitch into formal sports and recreational use on a

year-round basis. In this case, the land will not be lost to recreational use. It will continue to be used more intensively for sport and recreation, but it will be within a building. The proposed development will result in the provision of high quality sports facilities that will benefit Uxbridge High School's ability to deliver enhanced sports education and recreation and help Brentford FC to achieve Category 2 Academy status to work towards the EPPP. In accordance with paragraph 74 of the NPPF, the development of the open space is for alternative, and better, sports and recreational facilities.

The proposals should also be considered in the context of UDP Saved Policies R3, R4 and R16, which seek to safeguard existing facilities for sport. Saved Policy R3 seeks to promote formal recreational facilities and accepts the principle of indoor sports/leisure facilities, provided they are accessible by public transport for all potential users and would not be detrimental to the amenity of the surrounding area, while Policy R4 seeks to resist the loss of recreational open space particularly, if there is (or would result in) a local deficiency. Policy. The over-riding caveat of Policy R16, however, is that such facilities must be accessible to all without increasing the need to use private motor cars.

With regard to the loss of the open playing field, Policy R4 identifies four issues which need to be addressed:

- a). the local deficiency of accessible open space;
- b). the suitability of the site for other types of open land uses;
- c). the ecological structure and other functions of the open space and the extent to which these are compatible with the proposed development;
- d). whether the users of the facility can be satisfactorily accommodated elsewhere in the vicinity.

For criteria a), the school will retain extensive areas of open playing fields.

For criteria b), the site falls within an existing school premises and would not be suitable for other types of open land uses, which are not related to educational needs.

For criteria c), the ecological structure appears limited for the site, with the site comprising mainly of grass and some tree planting along the boundaries. Within the proposal are schemes to enhance the local ecology by new tree planting. This would be secured by condition.

For criteria d), in terms of the loss of part of the field and the satisfactory relocation of the activities elsewhere, the proposal does not provide an alternative venue. However, the proposed scheme would provide an indoor all weather pitch which would largely make up for the loss of the existing football pitch. In addition, the applicants argue that currently, the level of usage is relatively low. The proposed development has been designed to enhance the use and attractiveness of the site by creating a range of facilities, in order to promote social inclusion, health and well being and create facilities that would be attractive and available to a wider range of people.

Sport England's assessment of planning applications for development on playing fields is set out in their planning policy statement, 'A Sporting Future for the Playing Fields of England'. This states that they will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of all, or any part of a playing field, unless at least one of five specific exceptions applies.

Sport England initially provided a holding objection to the proposals, until further information was provided concerning the adequacy of the changing rooms, extended use of the facility in the evening and increased participation by the community.

The applicant has responded to the concerns raised by Sport England as follows:



Changing Rooms - Two changing rooms are provided, either for male and female or home and away teams. Each changing room is 20sqm in size and is able to accommodate 20 persons. There is 500mm per person for the changing spaces/benches. There will also be 5 showers per changing room. This level of provision is compliant with the Sport England guidance note on Pavilions and Clubhouses.

Evening Usage - The proposed indoor sports facility will be utilised from 9am up to 9 pm during weekdays and on Saturday mornings. It is not proposed to use the facility later into the evening as the indoor sports facility is located in close proximity to residential properties.

Use by Other Clubs - The proposed indoor sports facility will be utilised by the school during the daytime and by Brentford Football club in the late afternoon and evenings. Brentford FC will utilise almost all the available time after school hours. When not in use by Brentford FC after school hours, the school will wish to use the facility for evening classes. It should also be noted that in association with Brentford FC, the Community Trust are planning to run events during the summer. With the indoor sports facility almost fully utilised, use of the facility by another club would not be feasible.

On receipt of the above information, Sport England advise that in this case they will not oppose the granting of planning permission involving the loss of part of the playing field, as the proposed development is for an indoor and outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field. (one of their exemption criteria). The additional facilities will provide greater intensity of use for a wider range of sporting activities and therefore must be supported. This is subject to a condition requiring the submission and approval of a Community Use Scheme, which shall include details of pricing policy, hours of use, access to the grass pitches and artificial grass pitch by non-schoolusers/ non-members, management responsibilities and include a mechanism for review.

On balance, it is considered that any adverse impact on the open space has been outweighed by the benefits associated with the new facilities. It is not considered that the scheme conflicts with the aims of Saved Policies policies R3 and R4, which seek to safeguard existing sports facilities. The layout of the proposed uses on site generally accords with a whole range of local, regional and national policies and is therefore considered acceptable in principle.

#### **7.02 Density of the proposed development**

There is no residential component to this application.

#### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

Saved Policy BE4 states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities. Saved Policy BE8 seeks to protect statutory and locally listed buildings.

The school lies adjacent to The Greenway Conservation Area and the original school building fronting The Greenway is a locally listed. Whilst the new sports building would be quite large, it would be well screened from the surrounding Conservation Area by a band of trees running north south, adjacent to the site of the proposed new development. These trees would provide screening to the west, and the Urban Design and Conservation Officer considers that there would be little discernable impact on the setting of the adjacent Conservation Area. Similarly, it is considered that the locally listed frontage building would also be unaffected by the new development, as no changes are being



made to that building and there are a number of other structures that lie between it and the development site.

It is not considered that they would have a detrimental impact on the setting of the locally listed school building or the Greenway Conservation Area, in compliance with Saved Policies BE4 and BE8 of the UDP.

#### **7.04 Airport safeguarding**

The application does not breach the airport safeguarding restrictions and no wind turbines are proposed as part of this development.

#### **7.05 Impact on the green belt**

Saved Policies OL1 and OL2 address Green Belt issues and the need to retain and enhance the existing landscape to achieve enhanced visual amenity and open land objectives.

The scale of the proposed indoor sports facility has been kept to the minimum required to comply with DfES standards and Sport England's standard for an internal sports hall. The internal eaves height of the building has been lowered to 9.1m, which is Sport England's minimum height for internal sports halls. The eaves height of the Academy will be lower than the main roof line of the existing Lancaster Building.

In terms of the visual impact on the openness of the Green Belt, careful thought has been given to ensure that the built form is limited to the eastern portion of the school site. The open fields to the west of the existing school grounds are retained for open-air recreation facilities, which is a permissible use in the Green Belt. The proposed siting of the building along the eastern boundary, is considered to be the most appropriate location to maintain the rest of the site's openness and to link with existing elements of the school complex. It concentrates the school buildings to the northern and eastern part of the school grounds and keeps the southern and western areas open.

Although designated as Green Belt, the application site is located within a typical school site with playing fields and school buildings, sitting within a suburban area, surrounded on all sides by built development, which limits the site's openness and perception of openness. It is therefore considered that the proposed location of the indoor sports facility will have limited the impact on the openness of the Green Belt, given the surrounding context.

Since the development is 'inappropriate development', there will inevitably be some harm caused to the Green Belt. However, the buildings are sited well away from the Cleveland Road and The Greenway school boundaries, thereby reducing the dominance of building on the road frontages. In addition, the structure will be screened by a belt of trees to the west and trees on the eastern boundary. This will further reduce the visual impact. It is considered that other locations within the school would be more damaging to the openness of the Green Belt and that overall, the development has been designed to minimise impacts on the openness and visual amenity of the Green Belt. It is therefore not considered that the amenity and openness of the Green Belt would be harmed to a detrimental degree by the proposals, in accordance with Saved degree, in accordance with Saved Policies OL1 and OL5 of the UDP.

#### **7.07 Impact on the character & appearance of the area**

Policies BE13 and BE19 of the UDP attempt to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and

should incorporate design elements which stimulate and sustain visual interest. Policy BE38 of the UDP requires new development proposals to incorporate appropriate landscaping proposals.

To the rear is the Brunel University campus, which includes a number of buildings, some of considerable size. the proposed building would therefore not be out of character with built development on the adjacent University campus.

The new building would be of simple modern design and functional in appearance. The main design issue in this instance would be the materials proposed for the external skin of the building. Of particular concern is the extensive use of polycarbonate for the upper part of the elevations. Details of external materials are therefore secured by condition. Subject to this condition, it is considered that the proposal is consistent with Policies BE13 and BE19 of the UDP Saved Policies (September 2007) and Policy PT1.BE1 (2012)- Built Environment, Hillingdon Local Plan Part 1.

It is noted that the application site is in the area of the school grounds, where Phase 2 of the School's masterplan expansion was permitted. The eastern part of the school has therefore already been identified as being the most appropriate location for new development. Whilst the Phase 2 masterplan building would not overlap the new sports complex, it would directly abut the new complex currently under consideration. Although it would be impractical to construct the Stage 2 building as approved, it would still be possible to erect the building. The current scheme has been assessed on the basis that Phase 2 will not proceed, if the sports complex is implemented. It is therefore recommended that the application be subject to a S106 or Unilateral Undertaking, to ensure that if this scheme be implemented, then the Phase 2 masterplan proposals as approved should not be implemented. The applicant has been advised by way of an informative that if the school were ever to consider implementing Phase 2 of its masterplan proposals, this would entail a new planning application, the determination of which would have to take into account the sports hall.

## **7.08 Impact on neighbours**

### Privacy

Policy BE24 of the UDP Saved Policies September 2007 seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'

The privacy of neighbours will not be affected as there will be no lower level windows in the eastern elevation. The upper element of the building will be fully glazed in order to maximise the natural light in the building, but as the children will be playing on the pitch at ground level there will not be the opportunity to look out or in from the upper level glazing.

### Outlook

Policy BE21 of the Unitary Development Plan Saved Policies September 2007 states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

It is not considered that the outlook from neighbour's properties towards the school site

will not be significantly worse as a result of the proposed building. The mature trees that currently run along the boundary of the school and the rear of the properties along Turnpike Lane will remain. These trees will provide screening, with some intermittent views of the proposal, similar to the existing school buildings.

The closest houses to the facility are 24 to 29 Turnpike Lane. This block faces north and the windows in the side of the flats closest to the facility do not serve habitable rooms. Any visual impacts to adjoining neighbours from the ground floor windows and garden areas will be limited by the provision of a 3m acoustic fence and the existing belt of mature trees along this eastern boundary. There will be oblique views from habitable rooms but any change to the outlook from these properties are not considered to be significant. The other houses further north along Turnpike Lane are all over 38m from the new facility. In addition, the new sports building would be sited some 16 metres off the eastern boundary and there would be some screening afforded by retained trees and new planting along this boundary.

It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the UDP saved policies September 2007.

#### Sunlight/Daylight

Policy BE20 of the Unitary Development Plan Saved Policies September 2007 states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded.

#### Light Spillage

The facility has been designed to be sustainable by making the best use of natural light through the inclusion of glazed panels within the upper sections of the elevations. During daylight hours, it is envisaged that no artificial lighting will be required within the facility. This is positive from a sustainability point of view. Outside of daylight hours, and more typically in the winter months, internal lighting will be required. This lighting will be located in the corners of the building and focussed on the pitch. It is proposed that the facility will only be occupied until 9:00pm throughout the year.

During the winter months, there will, therefore, be some limited light spillage, but the manufacturer's lux modelling confirms that there will be no light spillage beyond the boundaries of the school site. Therefore this will not present an unacceptable impact on adjoining properties. In any event, the majority of these properties are also over 38m away with communal car parking areas and the end of gardens adjoining the application site.

To safeguard the situation with regard to the protection of residential amenity, the Council's Environmental protection Unit recommends a condition to require the design and implementation of a lighting scheme which conforms to relevant guidance.

It is not considered that there would be a material loss of privacy, daylight or sunlight to neighbouring properties, as the proposed building would be sited a sufficient distance away from adjoining properties. The proposal is therefore considered to be consistent with the aims of Policies BE20, BE21 and BE24 of the UDP Saved Policies September 2007 and relevant design guidance.

### **7.09 Living conditions for future occupiers**

There is no residential component to this application.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Saved UDP Policies AM2, AM7, AM14 and AM15 are concerned with traffic generation, on-site parking and access to public transport.

The development will be used by existing pupils during the school daytime and by Brentford FC academy during the late afternoon and evening, and during school holidays. The pupils attending the academy will also attend Uxbridge High School. Community Trust events usually involve the Community Trust arranging for groups of disadvantaged or disabled children (20-25 children with carers/supervisors) to visit the Club's facilities and attend football coaching courses. The ability to accommodate these events will be limited to the school holidays. For this reason, the proposed usage will correspond with when the school is vacant and therefore will only replace a small element of the normal use of the site on a normal school day.

It is noted that there will not be an increase in the number of pupils attending the school and it is expected that the academy will operate with a maximum of 30 pupils and 5 coaching staff. There are no proposals to provide additional car parking within the site and the existing parking provision of approximately 65 spaces will remain unchanged. The Highway Engineer considers that based on the nature and hours of operation, there will be sufficient parking within the site. Therefore, it is considered that the development proposals comply with the transportation policies of the adopted Hillingdon Unitary Development Plan, and no objection is raised in relation to the highway aspect of the development.

However, a suitably worded condition is required to be imposed on the planning consent requiring a traffic management plan to be provided before commencement of any works at the site, providing details in relation to access (vehicular and pedestrian) and the parking provision for contracting staff and the delivery of materials during construction. Subject to this condition, no objection is raised on the highways aspect of the proposals, which are considered to be in compliance with Saved Policies AM2 and AM7, AM9, AM14 and AM15 of the UDP saved policies September 2007.

#### **7.11 Urban design, access and security**

These issues have been addressed elsewhere in the report.

#### **7.12 Disabled access**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

The Design and Access Statement states that level thresholds into the building would be achieved and suggests that all learning zones would be accessible. It is proposed that a platform lift would be provided to meet Part M of the Building Regulations, to facilitate wheelchair access to the classrooms and spectator area on the first floor. No details have however been provided on the specification of the proposed lift.

The Access Officer raised concerns regarding the access route to the new building and lack of changing facilities for people with disabilities on the ground floor.

Amended plans have been received showing the proposed that the access path at 2 metres in width to meet Building Regulations Part M. The path also meets the

recommended guidance in BS 8300:2009. It is proposed that the path will be either paved or tarmacked, to allow ease of access for all users as recommended by the guidance.

The applicant has taken on board the comments raised concerning the provision of changing facilities for disabled users. Revised plans now detail the inclusion of a combined disabled WC/changing room/shower room on the ground floor, next to the first aid room. The provision of this changing facility has been designed in accordance with Sport England guidance to provide for disabled users.

Subject to conditions to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with Saved Policy R16 of the UDP, London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this application.

#### **7.14 Trees, landscaping and Ecology**

##### TREES AND LANDSCAPING

Saved Policies OL1 and OL2 address Green Belt issues and the need to retain and enhance the existing landscape to achieve enhanced visual amenity and open land objectives. Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

There is an avenue of mature trees on a north-south axis which bisects the school playing fields, forming a distinctive landscape feature immediately to the west of the site. There are also a number of mature trees along the east boundary which are growing within mown grass and are separated from the proposed development site by a roadway which was installed as a temporary haul route to facilitate previous building projects.

The trees on the school grounds are not protected by Tree Preservation Order or Conservation Area designation. Nevertheless, it is considered that they contribute to the recreational landscape and environmental quality of the site, providing screening from neighbours and spatial definition within the site. They are also considered valuable for biodiversity.

An arboricultural impact addendum has been submitted in support of the application. There is no intention to remove trees and no anticipated primary impact on trees due to the siting of the building are anticipated. However, the contractors' access and working space would need to be carefully controlled to safeguard the trees against secondary or accidental damage. The addendum confirms that the siting of the proposed underground water attenuation tanks and associated pipework will not impact on the root protection areas of the retained trees. Details of the siting of tanks and alignment of pipework have been secured by condition.

The existing 3 metre high timber acoustic fence was built along part of the school's eastern boundary in association with the Lancaster building is to be extended towards the Brunel boundary (south), replacing the existing 2.2 m high. The Arboricultural Impact Addendum acknowledges that the installation of this fence could have a primary impact on some of the boundary trees and recommends that the footings are trial excavated under specialist supervision, to ensure that the root protection area impact is mitigated. It may also be necessary to undertake pre-emptive crown lifting to prevent accidental damage during installation of the fence. These details have been conditioned.



There is an opportunity to secure landscape enhancement, in the form of additional tree planting along the east and southern boundaries. If the haul route is no longer required, additional space could be freed up for boundary planting. The Tree and Landscaping Officer raises no objections, subject to conditions to address the above mentioned considerations.

## ECOLOGY

Saved Policy EC2 seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the school grounds may be valuable for biodiversity, the application site itself is not considered to have a high ecological value.

The current use and management regime of the site as a playing pitch reduces the likely harm on protected species, as the existing playing pitch is unlikely to provide suitable shelter or habitat for hibernating animals. However, the additional tree planting proposed will contribute towards the promotion of nature conservation interests in the area, in compliance with relevant policies. It is considered that the the proposed development could be completed without detriment to the ecological value and biodiversity interests of this area.

### **7.15 Sustainable waste management**

Not applicable to this development.

### **7.16 Renewable energy / Sustainability**

Sustainability policy is set out in the London Plan at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non-domestic buildings to achieve a 25% improvement on building regulations. Parts C, D and E of the policy require proposals to include a detailed energy assessment. A Sustainability Statement has been submitted in support of the application.

A number of sustainable features have been incorporated into the proposed development including:

- the preservation of trees on site and only building on land of low ecological value;
- the incorporation of a high efficiency gas heating system with micro-CHP; and
- large roof lights to maximise natural light and minimise the need for electrical lighting.

The Sustainability Statement concludes that proposed development would result in a 26% carbon reduction improvement over Building Regulations, which accords with the requirement set out London Plan Policy 5.2 requiring an improvement of 25%.

The Mayor in his Stage 1 Report raises no objections, but recommends that for clarity, the applicant should confirm the overall regulated carbon dioxide emissions savings after the cumulative effect on energy efficiency measures, CHP and renewables has been taken into account. In addition the Council's Sustainability Officer considers that the submitted energy statement contains insufficient information to fully demonstrate how the development can achieve a 25% reduction in CO2 emissions from a 2010 baseline.

In response the Mayor's comments, the applicants have stated that the scheme is being designed to achieve Building Regulations 2010 compliance before the use of any low and zero carbon technologies. However, due to the high water demand associated with the



building's use as a sports centre, the proposed development's consumption figures are more than the baseline by approximately 8.3%. Further improvements are likely to be delivered during the detailed design process.

The provision of a future connection to the wider district heating main will be provided through soft point within the foundation and appropriate ducting between the plant room area and externally to the proposed development. Due to the size of the building and predicted heating demand the use of a micro-CHP is being proposed. This will be confirmed at detailed design stage. The use of PV has been investigated for the building, however it is not being proposed at this time as part of the energy solution. Despite the development not achieving savings from Energy Efficiency, should the domestic hot water consumption be reduced some energy savings may be achieved prior to the use of CHP.

The applicants state that the detailed design of the scheme will be undertaken, which will address some of the more technical design issues. A condition requiring the a 25% improvement over Building Regulations 2010 is considered reasonable and therefore recommended, to ensure the current scheme achieves the required level of energy efficiency and carbon reduction. No objections are raised to the details submitted.

#### Water Demand

The Council's Sustainability Officer notes that the site is in a severely water stressed area and that the development is likely to have a high potable water demand, through the extensive use of showers and wash basins. A condition requiring a scheme for the reduction of potable water is therefore recommended, which should include the harvesting and reuse of rainwater as well as the recycling and reuse of grey water, in order to ensure the development reduces the pressure on potable water.

Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

### **7.17 Flooding or Drainage Issues**

#### Drainage

The applicant has stated that soakways and attenuation measures will be used to reduce the surface water runoff. However, no information has been presented regarding the size or location of such measures. With regards to soakaways, no information has been submitted to demonstrate they would actually work. A condition requiring a scheme for efficient management of water from the site is therefore considered necessary. The scheme should demonstrate the provision of sustainable drainage systems within the development to manage surface water run off and minimise the risk of flooding. :

Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage issues, in compliance with Policy 5.13 and 5.15 of the London Plan.

### **7.18 Noise or Air Quality Issues**

#### NOISE

Policies OE1 and OE3 seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental

impact of the development and ensure that it remains acceptable. Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated. There are no limitations to the hours of use of the current sporting facilities. However, the effects of noise associated with a more intensive use of the site on residential amenity are matters for consideration. Residential properties are located to the east of the application site in Concorde Close and Turnpike Lane.

Although no noise impact assessment was submitted in support of the application, the Council's Environmental Protection Unit (EPU) consider that the impact of noise from fixed plant/heating/ventilation plant can be controlled by way of a suitably worded condition. The building services installation will be limited, as this is a naturally ventilated building, with normal heating requirements.

With regard to noise outbreak from activities within the hall, EPU initially raised concerns over potential noise impact from the development, on the amenity of nearby residents from break out from activities taking place in hall, given that the building is to be constructed of relatively lightweight materials. In response to these concerns, the applicants have provided further information, including an acoustics technical note.

The applicants point out that there are no windows in the elevations facing the neighbours, and any ventilation to the facility will be through small openings in the roof. The applicants therefore submit that that airborne noise from the building will be minimal. Also, internally there will be 2 metre high perimeter re-bound boards, so any balls kicked against the walls will not impact against the cladding, thereby limiting any noise impact. If an occasional ball were to hit the steel columns, then any noise impact would be extremely minimal, due to the solidity of these elements. Therefore reverberation and noise impacts will be significantly reduced. Netting above these boards will catch any high balls, so that they do not impact against the cladding at high level either. In addition, the hall will benefit from an artificial turf pitch, which has substantial local sound absorption qualities, as opposed to an acoustically reflective wooden surface.

The applicants also point out that football is only one of a number of sports played in the hall, with others played during the day that will not impact on the boards at all. In addition, the facility will be used by high quality footballers during the late afternoon and evening (those times when residents may be more likely to be in their homes) who have control of the football in most occasions. This will mean any use of the rebound boards and nets will be limited and therefore result in only rare occurrences when balls hit the boards at all.

The acoustic report concludes that airbourne sport activity noise is expected to be quiet outside and inside the nearest housing, due to the location, construction and design of the building. Impact noise from sport activity is expected to be adequately controlled by the proposed nets and rebound boards. In addition, the covered pitch is expected to reduce noise substantially in comparison to the uncovered pitch in the same location.

In terms of hours of use, the applicants state that the indoor sports facility will not be used beyond 9 pm which corresponds with the current use of the School site. In the event of planning permission being granted, it is considered necessary to impose conditions restricting the use of the development to between 07:30 and 21:00 hours only. Subject to conditions requiring a scheme which specifies the provisions to be made for the control of noise emanating from the development and controlling hours of use, it is not considered that adverse noise or impacts are likely from the site, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## AIR QUALITY

The impacts on air quality as a result of construction of the proposed development are likely to be limited to impacts from dust from construction activity and emissions from construction traffic. Impacts on sensitive receptors are expected to be negligible, provided that good practice regarding the minimising of the impact from construction dust as detailed in recent guidance is adhered to. Assuming the adherence to this guidance, it is considered unlikely that the nearest sensitive receptors will experience significantly adverse negative impacts as a result of construction dust, or from the re-suspension of road dust from construction traffic.

### **7.19 Comments on Public Consultations**

There have been no responses from local residents to the public consultation.

### **7.20 Planning obligations**

The application has been recommended for approval on the basis that the need for the provision of additional teaching spaces and a new indoor sports facility to be built for education use, are the very special circumstances to justify the inappropriate development in the Green Belt. The school has identified a growing need to improve the indoor sporting facilities, due to the poor standard of its existing provision and growing desire to encourage sport and recreation for children at the school. The provision of school buildings and those associated with sports and leisure are therefore considered acceptable in principle, in compliance with saved UDP Policy R10 and Strategic Local Plan Policy CI2, provided adequate school use can be secured.

It is therefore considered appropriate for the applicant to enter into a legal agreement to ensure that prior to the commencement of the development, a School Use Scheme be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include hours of use, access to the grass pitches and the artificial pitch by pupils and staff, details of coaching provided by Brentford FC management responsibilities. The approved scheme shall be implemented upon commencement of use of the development.

It is noted that the application site is in the area of the school grounds where Phase 2 of the School's masterplan expansion was permitted. The Phase 2 masterplan building would directly abut the new complex currently under consideration, but would not overlap it. The Stage 2 building could therefore still be constructed, although in practical terms it could not be built as approved. Since the current proposal has been assessed on the basis that the unimplemented Phase 2 proposals would not proceed, it is recommended that the application be subject to a S106 Agreement or Unilateral Undertaking, to ensure that if this scheme be implemented, then the extant Phase 2 masterplan proposals should not be implemented.

### **7.21 Expediency of enforcement action**

There are no enforcement issues associated with this site.

### **7.22 Other Issues**

There are no other issues associated with this application.

## **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it

unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

## **10. CONCLUSION**

The Mayor has concluded that the very special circumstances of this case are compelling enough to justify a departure from national planning policy and London's Green Belt strategy.

The proposed facility is in keeping with the use of the site as a school and it will not negatively impact upon the character of the area. It is considered that the visual impacts of the proposal will not be of significant detriment to the character of this part of the Green Belt.

It is considered that the the proposed development could be completed without detriment to the ecological value and biodiversity interests of this area. There are no flood risk issues associated with this development. No additional pupils are forecast as a consequence of the development. Therefore, there will be no impact upon the school's parking provision. The proposals would be unlikely to lead to conditions detrimental to highway and pedestrian safety or to traffic congestion on the local road network.

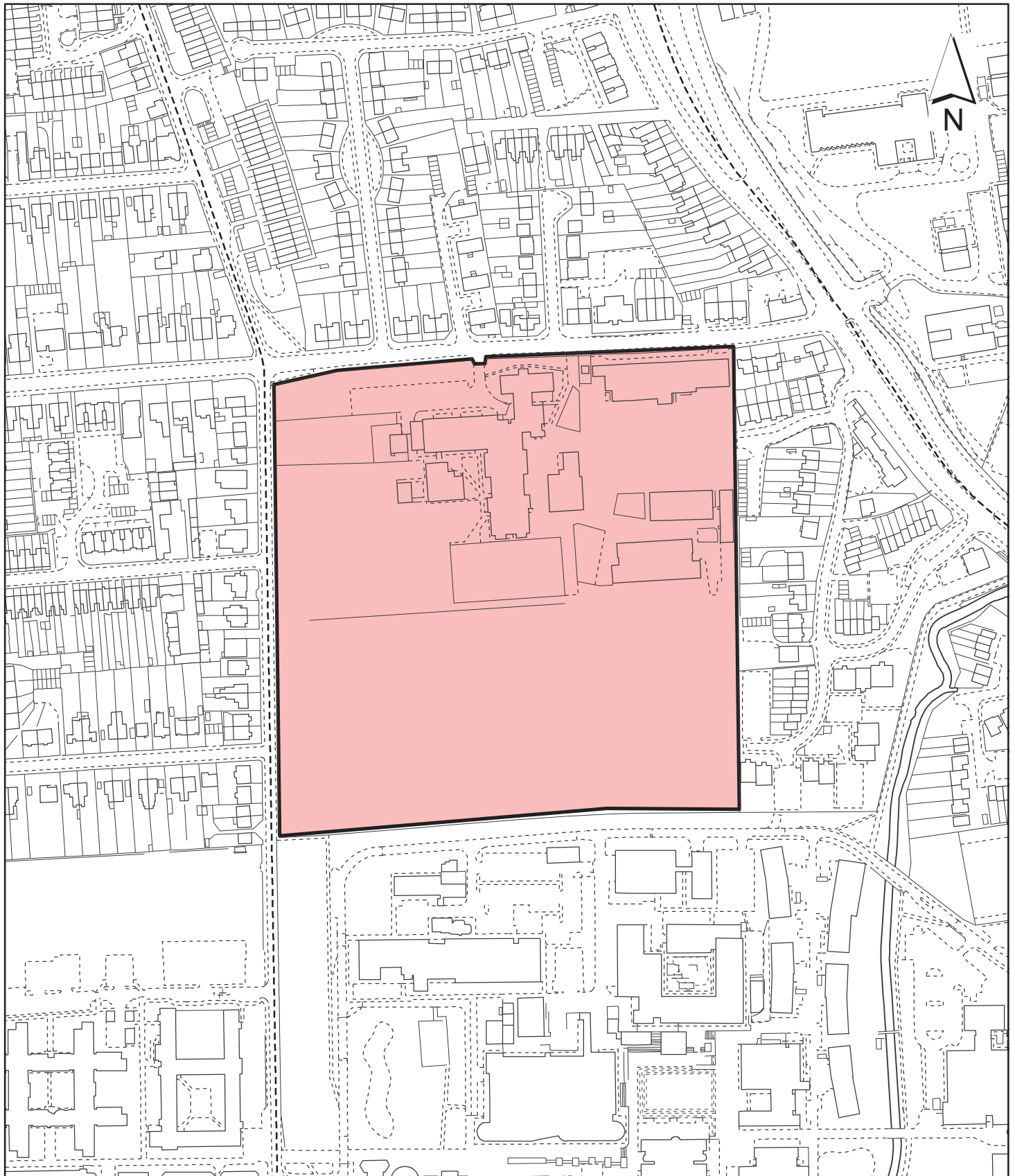
Approval is therefore recommended accordingly.

## **11. Reference Documents**

- (a) National Planning Policy Framework
- (b) London Plan (2011)
- (c) Hillingdon Unitary Development Plan Saved Policies (September 2007)
- (i) Supplementary Planning Document Accessible Hillingdon
- (j) Supplementary Planning Guidance Community Safety by Design
- (k) Supplementary Planning Guidance Air Quality
- (l) Supplementary Planning Guidance Noise
- (m) Supplementary Planning Guidance Planning Obligations
- (n) Hillingdon Local Plan Part 1 Strategic Policies.

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Uxbridge High School  
The Greenway  
Uxbridge**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111

Planning Application Ref:

**6528/APP/2012/1932**

Scale

**1:3,000**

Planning Committee

**Central and South**

Date

**November  
2012**



**HILLINGDON**  
LONDON



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## Report of the Head of Planning & Enforcement Services

**Address** HPH 4 MILLINGTON ROAD HAYES

**Development:** Erection of a four storey building to provide 6,966sq.m of Class B1(a) Office floorspace, provision of 72 associated car parking spaces at basement level, associated landscaping and ancillary works.

**LBH Ref Nos:** 40652/APP/2012/2030

**Drawing Nos:** Drainage Plans Figure 3 (proposed storm water strategy\_  
114075-D109 Rev. B  
110475-D110 Rev. A  
1020/61/1\_SLP04  
110475-D111 Rev. A  
110475/D-006  
110475-D108 Rev. B  
110475-D100 Rev. F  
110475-D101 Rev. F  
110475-D102 Rev. E  
110475-D103 Rev. E  
110475-D104 Rev. E  
110475-D105 Rev. B  
HED.983.102 Rev E  
HED.983.107 Rev. D  
HED.983.108 Rev. D  
plan 1 of 4 HED.983.103 Rev. D  
plan 2 of 4 HED.983.103 Rev. E  
plan 3 of 4 HED.983.103 Rev E  
plan 4 of 4 HED.983.103 Rev E  
SKM Transport Assessment including appendices Vol I, II and III, dated August 2012  
SKM Framework Travel Plan, dated August 2012  
SKM Phase 1 Environmental Assessment, dated March 2012  
SKM Phase 2 Environmental Assessment, dated October 2012  
SKM Air Quality Assessment, dated August 2012  
3D Reid Bird Hazard Management Plan (ref: 110475-ON1KD-AFX160712), dated July 2012  
SKM Energy Statement, dated July 2012  
3D Reid Safety and Crime Prevention Note, dated November 2012  
Fire Evacuation Procedure note, dated November 2012  
BREEM Ecology Report HPH4 & 5 (final version dated August 2012)  
Foul Water Strategy Rev. A received 13 November 2012  
Drainage Plans Figure 1 (existing) Rev. PO1  
Drainage Plans Figure 2 (foul water strategy) Rev. PO0  
110475/D-004/Rev B

**Date Plans Received:** 17/08/2012                      **Date(s) of Amendment(s):**

**Date Application Valid:** 31/08/2012

### 1. SUMMARY

Full planning permission is sought for the erection of a 6,966sq.m five storey office (B1

(a) Use Class) block building, with the formation of a basement car park beneath it, set within the Hyde Park Hayes Business Park on a piece of cleared land, that formerly served as the staff canteen for the Safeway Headquarters,

The site is located in a designated Industrial and Business Area (IBA) that was formerly owned by Safeway's. The site formed part of a larger site that served as Safeway's (B1 Use) UK office headquarters. The principle of this IBA being transformed into a business park attracting office based businesses was established with the built out schemes within the IBA identified as Hyde Park Hayes 1, 2 and 3 and the outline planning permission granted on the adjacent plot to the west identified as Hyde Park Hayes 5.

There is a second application also lodged with the Council for the associated Hyde Park Hayes 5 (a proposed 5 storey of building with 13,8000sq.m of B1 Use office space), which taken with the scheme would complete the main section of the campus style business park and in urban design terms tie up the existing office buildings on-site (i.e. Hyde Park Hayes 1, 2 and 3 and the accompanying built out multi-storey car park).

The design of the building including the treatment of the elevations, the height of the building, its footprint and the associated landscaping and surface car parking is influenced by the relationship to the surrounding buildings on the site and the proposed building's distance is set well away from any neighbouring residential development. The scheme is considered to create a harmonious relationship with the adjacent buildings and provides an attractive and well landscaped business park environment. The office building would define in urban design terms the south western boundary of Hyde Park Hayes Business Park. The introduction of a contemporary building of crisp contemporary design would enhance the appearance and setting of the business park as viewed from Dawley Road and improve the general legibility of the business park as seen and accessed from the south west.

There are no highway objections to the proposal, extensive traffic modelling of the scheme has taken full consideration of the additional demand on the surrounding road network and traffic junctions from the associated application for Hyde Park Hayes and other major development sites scheduled for Hayes.

Heads of Terms have been agreed between the applicant and the Council's legal team for a section 106 legal agreement including agreement for substantive public realm improvements to the Dawley Road roundabout and its surroundings.

## **2. RECOMMENDATION**

**1. That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008).**

**2. That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning & Enforcement to grant planning permission, subject to any relevant amendments requested by the Greater London Authority and the following:**

**A. That the Council enters into a legal agreement with the applicant under Section 106 of the 1990 Town & Country Planning Act (as amended) and/or Section 278 and S38 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**

**1. Construction Training:** An in-kind scheme delivered during the construction phase of the development, with the scheme to be submitted to and approved prior to the commencement of the development.

**2. Employment Strategy:** Prior to occupation of the development an employment strategy is to be prepared and agreed in writing with the council, demonstrating how local people will be given access to job opportunities on the site.

**3. Public Realm:** Prior to the commencement of either HPH 4 or HPH5, whichever comes first, a scheme shall be submitted to and approved in writing by the council addressing improvements to the public realm within the vicinity of the site. As a minimum the scheme shall address landscaping improvements to the land immediately adjacent to the site and the Dawley Road roundabout.

**4. Carbon Off-Setting:** A financial contribution of the sum of £15,660 is to be secured.

**5. Air Quality:** A financial contribution of the sum of £12,500 is to be secured.

**6. Travel Plan:** A Travel Plan is to be prepared to TfL guidelines and adhered to for the life of the development.

**7. Highways:** Relevant legal agreements are required to be entered into to address all highways works as required by the Council's highways engineer.

**8. Pedestrian Environment Review (PERs):** A pedestrian environment review shall be undertaken and any works identified as part of this review shall be undertaken by the applicant.

**9. Project Management and Monitoring Fee:** A financial contribution to the sum of 5% of the total cash contributions is to be secured.

**10. Crossrail Contribution:** Under the operative Crossrail SPG the sum of £219,990 is required to be made. In the event that this payment is less than that of the Mayoral CIL then no payment is due under this obligation.

**C.** That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

**D.** If the Legal Agreement/s have not been finalised within 6 months, delegated authority be given to the Head of Planning, Sport and Green Spaces to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of air quality, carbon emissions, construction and employment training facilities and off site highways works). The proposal therefore conflicts with Policy AM2, AM7 and R17 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.'

**E.** That if the application is approved, the following conditions be attached

**1 RES3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990

**2 RES4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

Drainage Plans Figure 3 (proposed storm water strategy\_  
114075-D109 Rev. B  
110475-D110 Rev. A  
1020/61/1\_SLP04  
110475-D111 Rev. A  
110475/D-006  
110475-D108 Rev. B  
110475-D100 Rev. F  
110475-D101 Rev. F  
110475-D102 Rev. E  
110475-D103 Rev. E  
110475-D104 Rev. E  
110475-D105 Rev. B  
HED.983.102 Rev E  
HED.983.107 Rev. D  
HED.983.108 Rev. D  
plan 1 of 4 HED.983.103 Rev. D  
plan 2 of 4 HED.983.103 Rev. E  
plan 3 of 4 HED.983.103 Rev E  
plan 4 of 4 HED.983.103 Rev E  
Drainage Plans Figure 1 (existing) Rev. PO1  
Drainage Plans Figure 2 (foul water strategy) Rev. PO0  
110475/D-004/Rev B

and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

**3 RES5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:  
Reduction in energy use and renewable technology installation [Report/Drawing¿]

SKM Air Quality Assessment dated 16 August 2012  
Design & Access Statement dated June 2012  
SKM Transport Assessment HPH5 including appendices (Volumes I, II, III) dated August 2012  
SKM Framework Travel Plan HPH5, dated August 2012  
Reduction in energy use: BREEM Ecology Report HPH4 and HPH5 (final version dated

August 2012)

Halcrow Drainage Plans Figures 1 to 3

Water Management: Flood Foul Water Strategy Rev. A received 13 November 2012

Delta Simmons Environmental Assessment Phase 1 dated March 2012

Delta Simmons Environmental Assessment Phase 2 dated October 2012

3D Reid Design Bird Hazard Management Plan dated July 2012

3D Reid Safety and Crime Prevention Note, dated November 2012

SKM Energy Statement

Fire Evacuation Procedure Note, dated November 2012

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

#### REASON

To ensure that the development complies with the objectives of Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011).

#### **4 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **5 COM6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.



## REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **6 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

## REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **7 COM9 Landscaping (including refuse/cycle storage)**

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Full details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Full written specification of planting and cultivation works to be undertaken,
  - 1.c Full schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Covered and secure refuse storage
  - 2.b Covered and secure cycle storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures
  
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
4. Schedule for Implementation
  
5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan

### **8 NONSC Electic Charging Points**

Prior to the commencement of development a plan showing provision for electric charging points to serve 20%% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

## REASON

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan (July 2011).

### **9 NONSC Reduction in Potable Water**

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

## Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan (July 2011).

### **10 RES15 Sustainable Water Management (changed from SUDS)**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

#### REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 5.12.

#### **11 RES26 Contaminated Land**

(i) The development hereby permitted shall not commence until a written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified has been agreed in writing with the local planning authority.

ii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iii) If during development works contamination not anticipated in the submitted remediation scheme is identified, then an updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

#### REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **12 NONSC Construction Logistic Plan**

Prior to development commencing, the applicant shall submit a construction logistic plan to the Local Planning Authority for its approval. The plan shall include detail:

(a) Construction traffic generation (in numbers) by development;

(b) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

(c) Access Routes

(d) The strategy to avoid deliveries during highway network peak hours and traffic sensitive hours

(e) Construction staff travel plan

(f) The storage of construction materials on site including the height of storage areas for materials or equipment.

(g) Details of cranes and other tall construction equipment.

(h) Control of activities likely to produce smoke and dust and details of temporary lighting

(i) Control and disposal of putrescible waste to prevent attraction of birds.

(j) Details of any piling associated with the construction.

The approved details shall be implemented and maintained throughout the duration of the construction process.

#### REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

#### **13 NONSC Delivery and Servicing PPlan**

Prior to commencement of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as the development is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

#### REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **14 COM31 Secured by Design**

The building shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

#### REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

#### **15 NONSC Piling or any other penetrative design detail**

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON: To protect controlled waters. The previous history of use of the site is likely to have resulted in contamination. Piling or other penetrative foundation techniques could create a pathway for contamination at the surface to migrate into the underlying Principal Aquifer, in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### INFORMATIVES

#### **1 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

#### **2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all

relevant material considerations, including the London Plan (July 2011) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE13	Recycling facilities in major developments and other appropriate sites
LE2	Development in designated Industrial and Business Areas
LPP 2.16	(2011) Strategic Outer London Development Centres
LPP 2.7	(2011) Outer London: economy
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.7	(2011) Renewable energy
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.21	(2011) Contaminated land
LPP 6.9	(2011) Cycling
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.14	(2011) Freight strategy
LPP 7.14	(2011) Improving air quality
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	
NPPF7	

R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

**3            I11                    The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

**4            I15                    Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**5            I19                    Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.  
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**6            I23                    Works affecting the Public Highway - Vehicle Crossover**



The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

## **7            124            Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

## **8            134            Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

## **9 147 Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

## **10 160 Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

## **11**

Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

Flashing beacons/stroboscopic lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

## **12**

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

## **13**

The applicant is encouraged if the building uses mechanical ventilation to draw air from as high as possible to ensure the air is as clean as possible.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The former Safeway's Industrial Estate has been renamed Hyde Park Hayes business

park. It is bounded to the north by Hyde Park Road and by Dawley Road to the west. Millington Road is a private road running through the business park and this forms the southern and eastern boundary of the red line site.

The proposed Hyde Park Hayes 4 site was formerly the site of Safeway's headquarter's canteen facility serving the headquarters building located alongside.

The incomplete business park comprises to date of a number of buildings including:

- An office building, identified as HPH1 which is 4 storeys in height and provides for a floor area comprising 8,600sq.m in area and was built in 1994. Rackspace is a fast growing US origin IT company who provide cloud based data storage facility whose UK headquarters are located within HPH1 and are understood to be seeking to take up occupancy of HPH5 if approved and built out.

- A 3 storey office building (built 1993) identified as HPH2 which provides for a floor area comprising 6,285sq.m in area.

- A 7 storey office building identified as HPH3 (built in 1975 and recently refurbished) and comprises a floor area of 5,130sq.m in area.

- On the north west edge of the business park is the location of the former Mercury House, which was subsequently demolished (in 2007) with the land lying vacant and is identified the the business park owner's as the future building plot site of a building identified as Hyde Park Hayes 6.

- A 5 storey multi storey car park building exists on the business park located to the south west of proposed Hyde Park Hayes 5 with vechicle access off Millington Road and North Hyde Road.

The site is located 750 metres to the south west of Hayes and Harlington Road Station (a future Cross Rail station) accessed via Station Road and approximately a 9-10 minute walk away.

### **3.2 Proposed Scheme**

The proposed scheme involves 6,966sq.m of B1 office space set over 4 floors plus a basement car park accessed from ramp immediately to the south of the building.

The building will have large expanses of glazing in its treatment of the 4 elevations and is les regular in shape than Hyde Park Hayes as irt responds to the assmtrical boundaries of the wide site. The building will help define the western boundary of the business park and provide a focal point to the business park from the entrance to the park via Milington Road directly off the Dawley Road roundabout.

The plant will be on the roof and would not be visible from the ground.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

No planning history directly relevant to the development (redline) of the site.

## **4. Planning Policies and Standards**

## UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

### Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E5 (2012) Town and Local Centres
- PT1.E7 (2012) Raising Skills
- PT1.EM6 (2012) Flood Risk Management
- PT110 PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.EM11 (2012) Sustainable Waste Management

### Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- OE13 Recycling facilities in major developments and other appropriate sites
- LE2 Development in designated Industrial and Business Areas
- LPP 2.16 (2011) Strategic Outer London Development Centres
- LPP 2.7 (2011) Outer London: economy
- LPP 3.9 (2011) Mixed and Balanced Communities
- LPP 4.1 (2011) Developing London's economy
- LPP 4.2 (2011) Offices
- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction

LPP 5.5	(2011) Decentralised energy networks
LPP 5.7	(2011) Renewable energy
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.21	(2011) Contaminated land
LPP 6.9	(2011) Cycling
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.14	(2011) Freight strategy
LPP 7.14	(2011) Improving air quality
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	
NPPF7	
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th October 2012**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

A site notice was displayed and 130 letters were sent to the owner/occupiers of neighbouring properties.

1 written response was received querying why not all residents on Waltham Avenue were not consulted individually on the scheme and querying if the office may become a managed apartment-hotel.

MAYOR OF LONDON

The application alongside Hyde Park Hayes 5 application was referred to the GLA on 28 September 2011 and comments were received back from the GLA on both application in a single

letter dated 31 October 2012.

Recommendation:

That Hillingdon Council be advised that while the applications are generally acceptable in strategic planning terms, they do not fully comply with the London Plan, but that the potential remedies set out in the conclusions, which could address these deficiencies.

Conclusion:

London Plan policies on office development, strategic industrial locations, employment, urban design, inclusive access, transport and energy provisions are relevant to this application. In general, the application complies with some of these policies but not with others. The following changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

Transport: The following are required to ensure that the application proposals are in conformity with the London Plan: further clarification of the highway modelling to determine the anticipated impact on the Transport for London Road Network; an audit of the local pedestrian environment; inclusive of local bus stops; a reduction in the number of car parking spaces in line with London Plan standards; planning conditions to secure submission, approval and implementation of a delivery and servicing plan, and a construction logistics plan; and a legal agreement to secure a travel plan and financial contribution towards the proposed Crossrail Station.

Energy: The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan; therefore, the developer should liaise with Hillingdon Council to ensure that the shortfall (equivalent to 9 and 35 tonnes of carbon dioxide per annum respectively) is met off site. In addition, the developer should ensure that the development is designed to allow future connection to a district heating network whenever one become available; explain how space heating and hot water would be delivered to the building; confirm that a heat network would be installed all areas in the building connected to that network. The applicant should also provide drawings to illustrate the positioning of the proposed photovoltaic panels on the roofs.

CASE OFFICER RESPONSE:

Applicant has agreed to the following following receipt of Mayor's comments:-

Highway Modelling: The sought clarification provided and TfL understood to have accepted.  
Reduction in the number of car parking spaces: 18 car parking spaces removed from HPH5 & HPH4. Total figure within the maximum standard allowable within the London Plan.  
Pedestrian Environment Review: secured by s106.  
Implementation of a delivery and servicing plan: secured by planning condition.  
Final Travel Plan: secured by s106.  
Crossrail CIL Payment: Applicant agreed to paying.  
Construction logistics plan: secured by planning condition.

Carbon Fund Contribution: Sum sought is agreed to and secured by s106.  
Scheme designed to allow future connection to a district heating network: applicant agreed to in writing.  
A single comprehensive heat and energy network source for the development: applicant agreed to in writing.  
Solar Panels: applicant provided plans of location of PV panels on the top floor flat roof.

National Air Traffic Services (N A T S) .



From a technical safeguarding aspect the scheme does not conflict with our safeguarding criteria, no objection.

BAA - No objection

TRANSPORT FOR LONDON: observations as follows-

Car Parking:

The development proposes a total of 72 car parking spaces for 13,880sqm of office space. This is equivalent to a ratio of 1:99sqm. Included in the total, 7 disabled car parking spaces are provided. 28 Electric Vehicle Charging Points (EVCP) for Hyde Park Hayes 4 and Hyde Park Hayes 5.

Considering the moderate PTAL of the area, TfL requests that car parking is reduced to a maximum of 23 spaces in line with London Plan policy 6.13. Furthermore 20% of those spaces must be for electric vehicles and a further 20% passive provision. Adequate parking for blue badge holders is also required; this should equate to 7 blue badge parking space for every disabled motorist. Additionally 5% of the total capacity should be designated for visiting disabled motorists.

TfL acknowledges however, that in this location, the development could result in overspill parking in the surrounding residential streets. It is therefore recommend that the applicant provides a contribution to Hillingdon Council to enable monitoring of on street parking levels and to implement Controlled Parking Zones (CPZ) where necessary. TfL welcomes further discussion about this matter.

Cycle Parking:

54 cycle parking spaces are proposed for the development. This is in accordance with the minimum standards set out in TfL's cycle parking guidelines and therefore is in line with London Plan policy 6.9. TfL also welcomes the proposed showers and changing facilities for employees. The cycle parking storage should be located in an accessible, convenient, secure and sheltered area.

Pedestrian Environment Review System (PERS) :

TfL requests that a Pedestrian Environment Review System (PERS) audit is carried out to assess the quality of the pedestrian environment surrounding the site. This assessment should include a bus stop audit for the closest pair of bus stops to the site.

Highway Impact:

The applicant has assessed the impact of additional vehicular trips though regrettably, junction modelling has not been undertaken in line with TfL s modelling guidance. In order to comply with London Plan policy 6.3, the applicant should demonstrate how the adopted models have been validated to ensure they are fit for purpose.

The applicant has indicated that manual optimisation of the nearest part of the TLRN, the A312/Bulls Bridge Roundabout, will allow for vehicular trips for this and other nearby development proposals to be accommodated. As TfL recently implemented a traffic control system (SCOOT) at this junction, further discussions are required about the outcome of any modelling and the subsequent impact on congestion at this junction. Clarification should also be provided as to the extent of any cumulative and planned development that has been taken into account in their modelling. Resolution of this matter will enable TfL to identify any highway mitigation that may be required.

#### Travel Plan:

TfL welcomes the submission of travel plan with the application. It is expected that Hillingdon Council will secure, enforce, monitor, review and ensure the funding of the travel plans through the s106 agreement to ensure conformity with London Plan policy 6.3. Arrangements for delivery, servicing and construction activities should be agreed between the applicant and Hillingdon Council, and secured through condition if deemed necessary.

#### Crossrail:

From the details accompanying the application, it is understood that the development will provide an uplift of 6,966sqm office floorspace. As the site is within a 1 kilometre radius of Hayes & Harlington station, a Crossrail contribution of £219,990 is therefore required in accordance with London Plan policy 6.5.

#### Community Infrastructure Levy

In accordance with London Plan policy 8.3, Community Infrastructure Levy, the Mayor agreed to commence CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed development is within the London Borough of Hillingdon where the Mayoral charge is £30 per square metre Gross Internal Area (GIA). The levy will raise £300 million towards the delivery of Crossrail. The applicant should note however, that the Mayor's CIL charge will be treated as a credit towards the section106 liability and therefore only the greater of the two sums will normally be sought. Notwithstanding this, Hillingdon Council should include the full Crossrail sum within the section 106 agreement.

#### Summary

#### CONCLUSIONS

Whilst TfL has no objections to the principle of the proposed development, further clarification about the highway modelling is required in order to determine the impact on the TLRN in ensure compliance transport policies in the London Plan.

#### ENVIRONMENT AGENCY:

Awaiting receipt of final observations but verbally informed no objection on flood risk grounds.

#### METROPOLITAN POLICE CRIME PREVENTION DESIGN ADVISOR:

A review of the plans and the supporting documentation it is evident the scheme conforms with the general Secure by Design principles in the scheme's design and its future operation with confirmation received from the applicant of:

- (i) controlled access to the basement car park
- (ii) CCTV within the basement car park
- (iii) CCTV provision for the site specified in accordance with the Home Office CCTV Operational Requirements Manual.

**CONCLUSION:** No objection, subject to the CCTV provision and secure access to the basement car park covered by the planning condition.

#### **Internal Consultees**

POLICY OFFICER:

Policy Framework:

Generally agree with their detailed analysis of policies supporting the applicant's proposals.

2012 National Planning Policy Framework general presumption in favour of sustainable development reaffirmed (cf paragraphs 11-17); Hillingdon has identified this as a priority area for regeneration (cf paragraph 21, bullet point 5); the new buildings should have good designs (cf paragraphs 63-65).

2007 UDP Saved Policies - the principle of a change of use here is covered by policies LE1 and LE2. The Council has accepted B1 a office development in IBAs where they are considered appropriate for economic regeneration in the Hayes West Drayton corridor.

2012 Hillingdon Local Plan: Part 1 Strategic Policies (former Core Strategy adopted at full Council on 08 November) - currently this area is identified on Map 5.1 as a proposed Locally Significant Employment Location, part of an area where office growth is to be accommodated, and is covered by policies E1 and E2.

#### Summary

Generally acceptable development of these sites, in principle, subject to any detailed development control / design / S106 negotiations.

What is emerging here is a mid-urban business park in effect which is compatible with both London Plan policies and the aims of the Council in regenerating this part of the Hayes West Drayton Corridor. It is an area where the underlying socio-economic indicators are poor and it is in need of new investment and job opportunities to replace former industrial jobs which have now or are about to leave the area.

#### HIGHWAY ENGINEER:

The A437, Station Road, bounds the HPH campus to the east and forms a signalised junction with North Hyde Road at the north eastern corner of HPH. The four-arm signalised junction includes formal pedestrian crossing and cycle facilities. The eastern end of North Hyde Road leads to the A312 The Parkway, which connects to Junction 3 of the M4 to the south and A40 to the north. The western end of North Hyde Road forms a five-arm roundabout with Dawley Road.

HPH can be accessed via the three existing vehicular accesses, which are:

- Millington Road/Station Road junction;
- North Hyde Road/Millington Road West junction; and
- A437/North Hyde Road/Dawley Road/Millington Road/ Bourne Avenue junction (5-arm Roundabout).

#### Traffic Impact and Highway Improvements

Below is the list of committed development sites, which have been included within the TA for purposes of assessing the traffic impact.

- i. 20 Blyth Road
- ii. 243 Blyth Road
- iii. Gatefold Building
- iv. High Point Village
- v. Southall Gas Works

In addition to the above, a sensitivity assessment has been carried out of the traffic impact associated with the two sites listed below:

i. Asda Development - Unit 3 Millington Road

ii. Replacement scheme at the Old Vinyl Factory (it is noted that the TA does not correctly assess the impact from the current application ref. 59872/APP/2012/1838 under consideration. The traffic modelling will therefore need to be revised in case of the proposed Old Vinyl Factory development being approved)

The TA includes assessment of the movement conditions, baseline, opening year 2014, and 10 years after opening, on the surrounding highway network by calculating and distributing the development trips by different modes of transport on the transport network and analysing the impact.

In terms of the highway network, a series of assessments has been undertaken at the following junctions during weekday AM & PM peak periods within the vicinity of the site.

The traffic modelling results show that North Hyde Road/Station Road junction and Bull Bridge Roundabout are the most congested.

At North Hyde Road/Station Road junction, the North Hyde Road Approach is the most congested. During the AM peak period the North Hyde Road westbound approach to the junction is at capacity at 99.2% with a queue of 25 PCUs. During the PM peak period the North Hyde Road approach to the junction, both in the east and westbound directions, with a degree of saturation exceeding 90%.

The assessment shows that with development the above junction would be over its practical reserve capacity during both AM and PM peak periods in 2014 & 2024 with practical reserve capacity of -8.6% and -9.7% without development and -14.4% and 20.3% with development (excluding Asda development and Replacement scheme at the Old Vinyl Factory) in 2014 during AM & PM peak period, and -24.3% and -37.3% without development and -30.5% and 69.9% with development (excluding Asda development and Replacement scheme at the Old Vinyl Factory) in 2024 during AM & PM peak period.

The junction of North Hyde Road and Station Road is a key node within the overall road network of the Hayes area. The assessment shows that this junction is currently operating over its practical capacity in AM and with little practical reserve capacity in PM peak periods. The future traffic growth and committed developments in the surrounding area will have further adverse impact on this junction. The impact of proposed HPH4 and HPH5 major developments will have a considerable affect during both AM and PM peak periods on this already over saturated junction and triggers a strong need to carryout junction improvement works including signal works and physical improvements as shown on drawing no. 1615/02/05 Rev from Alan Baxter. The works will be required to be implemented at the same time as those that are to be carried out to this junction by the recently approved development at appeal for Asda Superstore with Petrol Station. Unless this is secured there is a real risk of creating a gridlock of traffic at this junction, resulting in significant adverse impact on both existing sites and future developments in Hayes and also resulting in adverse impact from transport economics viewpoint. The developer is proposing to increase the signal cycle times in order to relive some congestion, however this alone will not have a material impact on the capacity of the junction. The traffic modelling will need to be revised at the detail design stage to ensure that it is inline with the alterations to the layout and traffic signals at the North Hyde Road/Station Road junction subject to the outcome of the planning committee s decision. All costs including remodeling, detail design and implementation are to be bourne by the developer.

The Bulls Bridge Roundabout operates close to its capacity. During AM peak period, the most congested approaches are Parkway Southbound nearside approach showing 99% degree of

saturation and Hayes Road Westbound approach showing a degree of saturation of 96% in Lane 3. During PM peak, some of the approaches exceed 90% degree of saturation. The most sensitive in terms of capacity is the Parkway Southbound approach, with degrees of saturation of 92% and 94% in the nearside lane and lane 2 respectively.

The traffic modelling shows that the impact on Bulls Bridge Roundabout as a result of the proposed HPH4 & HPH5 developments will not be severe. The roundabout is under TfL's jurisdiction and they have not raised any objection on the impact on the roundabout as a result of the proposed developments in subject.

#### Access and Layout

The site can be accessed via three vehicular accesses. A swept path analysis has been carried out, which shows that the proposed layout is satisfactory for the type of the development.

The main car parking area is within the basement of the proposed office buildings accessed via two way ramps.

#### Parking

The Council's maximum car parking standards for B1 use are one space per 100 sqm. 70 car park spaces are proposed for HPH4 and 124 car parking spaces are proposed for HPH5. This results in an overall provision of 194 spaces for both sites. The average provision across the two sites is therefore one space per 107 sqm. There is however a multi-storey car park adjacent of the application site, which is within the applicant's control and is largely empty. On the basis of existing car parking standards, the car park would have ample spare capacity even if the other buildings on the estate were to be occupied in future. The spare parking capacity should form part of the parking availability considered for the development sites in subject. On this basis, the proposed parking provision is considered excessive.

20% of car parking spaces are proposed to be provided with electrical charging point with an additional 10% passive provision. The London Plan requires half of 20% spaces to be active and the other half being a passive provision for the future.

54 cycle park spaces are proposed for HPH4 and 94 cycle parking spaces are proposed for HPH5. The proposed cycle parking provision is considered acceptable.

#### Construction Traffic

A Construction Logistics Plan (CLP) should be secured by way of a planning condition or S106 Agreement.

#### Travel Plan

Full Travel Plans should be submitted, approved and implemented prior to occupation of the development. The travel plans should be included and managed in the form of a Master Travel plan for Hyde Park Hayes. This should be covered through a planning condition and/or S106 Agreement.

SUMMARY: No objection raised to scheme.

SUSTAINABILITY OFFICER:

#### Energy Comments

The scheme does not meet the London Plan target of reducing CO2 emissions by 25%.

The report also refers to a carbon fund which could help make up for the short fall through an agreement with the Council. This is in line with Policy 5.2(e) of the London Plan which states:

"The carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere."

This effectively refers to allowable offsite solutions. The policy requires the shortfall to be addressed through the financial contribution. The contribution therefore has to be commensurate with the level of shortfall, and should provide the Council with a sum of money in that will allow them to take meaningful steps to reduce CO2 elsewhere.

The energy statement demonstrates there is a deficit of 9tonnes of CO2 being saved on site. Therefore to make 9tonne CO2 over the lifetime of the development (60years) at £29/tonne CO2 a contribution to the Council of £15,660 will be required.

This contribution will be spent on a series of Public Buildings within the area of the development site. On agreement, I will be happy to identify specific buildings and agree with yourselves. Once a formal commitment is included with the S106 my objection is lifted.

#### Electric Charging Points

##### Condition

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

##### Reason

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan (July 2011).

#### Sustainable Water Consumption

The London Borough of Hillingdon is in a severely water stressed area along with much of the South East of England. As a consequence, planning policies have been developed to ensure greater consideration of minimising potable water use is given to new development. Universities have particularly high water demand and therefore the following condition should also be attached to any subsequent decision notice.

##### Condition

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

##### Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.



#### URBAN DESIGN OFFICER:

The scheme is overall of a good quality design, which would reflect the established style and scale of the existing buildings. Where possible, the grassed areas adjacent to Dawley Road, including the roundabout, should be landscaped to provide an improved setting to the site. Improvements to the existing areas of hard landscape adjacent to these spaces should also be sought, e.g. improved surface materials and lighting. A condition should be attached to agree the details of the finishes of the external materials to the building and the hard landscaping surface materials.

#### FLOOD AND WATER MANAGEMENT OFFICER:

I have reviewed the Flood Risk assessment and following receipt of the revised documentation and calculation I am now satisfied the proposals are satisfactory, subject to a condition which can provide further design details prior to construction.

#### ENVIRONMENTAL PROTECTION UNIT - in respect of Air Quality

##### Travel Plans:

A Framework Travel Plan identify mitigation measures such as electric charging points and bicycle parking.

##### Planning obligations:

As the development is in and will cause increases in an area already suffering poor air quality the following Section 106 obligation for £12,500 should be sought for contribution to the air quality monitoring network in the area.

#### ENVIRONMENTAL PROTECTION UNIT - in respect of land contamination:

For the areas of the site covered by the 2 current applications plus HP6. We have previously commented on the Phase 1 report. The Phase 1 report recommended a site investigation (Phase 2 report) which was undertaken. There had been some previous site investigation around the sites in 2005 by Delta Simons and groundwater monitoring at the whole Safeway HQ site was undertaken prior to the phase 1 report. This data is considered in the phase 1 and phase 2 reports. There was groundwater contamination in the Delta Simons work, and this was further clarified by the SKM Enviros, 'SKME' monitoring of the Delta Simons boreholes and subsequent phase 2 investigation. This appears to be an issue for consideration.

The Phase 2 report follows on with a site investigation using trial pits and boreholes on all three areas, and figure 4 in the report shows the locations of the investigatory points on HP4-6. This shows the SKME locations and 4 old boreholes from the Delata Simons SI which surround the sites, HPH4-6.

Section 8 (Conclusions and Recommendations) gives the proposals for remediation by SKME for each area of the site.

Soil - As this is a commercial development the soil target levels for contamination reflect this. Lead and Cadmium were found to be elevated for the end use in the soil. On most of the site any heavy metals will be rendered innocuous by the hard standing. However it is confirmed that a clean capping of 300mm should be applied in areas of soft landscaping. Additionally in one area of HP5 some additional testing is recommended to clarify contaminant levels. This is advisable as there is a fairly wide spacing between the boreholes and trial pits.

Gas (and Vapour) - Gas monitoring has been carried out on a sufficient number of occasions and no risk from methane or carbon dioxide has been found following consideration using the advice in

the document, CIRIA 665. However from the current and previous investigations levels of volatile organics have been found in the groundwater particularly Trichlorethylene, 'TCE' and Vinylchloride, 'VC'. This evidence was obtained from monitoring tubes placed in the boreholes. At the area HPH5 mitigation measures are advised for the piles to prevent vapour ingress into the building and it is recommended that mitigation measures are considered at HPH4 and HPH6. I would agree with SKME that measures should be installed at all buildings as there seems to be elevated organics in the soil strata (clay particularly) and groundwater in the vicinity of the old Fairy Aircraft Engineering Works which stood here in the past. The report indicates the organics may be old chlorinated compounds used for processes such as metal degreasing in the old factory.

Water - There is a detailed consideration in Chapter 3 (Water Environment Risk Assessment) of the water issues. As indicated above there does appear to be elevated chlorinated solvents in the groundwater thought to be connected with the metal degreasers in the old aircraft works. The findings summarize the type of compounds present and the breakdown of some compounds to other chemicals as shown by the monitoring. This is not a human health matter apart from the volatile risk as explained above. The Environment Agency, 'EA' will wish to review this report due to the Lynch Hill gravels being present at this site. The elevated levels are confirmed outside of the site but the EA may require further groundwater monitoring to clarify the levels below HPH4-6.

Remediation Proposals - I would advise that the reports are comprehensive and will support the planning applications. The broad proposals for remediation are given in Chapter 8 Conclusions and Recommendations and are justified in the report. These will need to be incorporated in a remediation strategy for the site. The strategy will need to take into account the soil, gas and the controlled waters issues mentioned above. A watching brief will be needed when all the floor slabs are excavated after building demolitions.

Conclusion- No objection subject to the following worded condition:-

(i) The development hereby permitted shall not commence until a written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement

ii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

TRAVEL PLAN OFFICER:

Overall, the travel plan documents are general good with mainly minor updates / clarifications required. The main weaknesses relate to baseline mode share for the site, the lack of information on delivery and servicing which will be associated with the site, and details on the exact budget set for the Travel Pan for its future monitoring purpose and updating.

A large list of travel reduction measures are outlined within the travel plan. Some further measures could be beneficial to the plan. These measures are detailed below:

#### Walking and Cycling

- The site may benefit from the introduction of Legible London signage in particular way markers showing the route to and from the station.
- Future tenants operating an interest free loan scheme for individual employees to purchase bicycles.

#### Public Transport

- Offering staff the chance to apply for season ticket loans.
- Pool Oyster cards for undertaking any business trips which are required.

#### Car Use

- Allocation of some of the parking bays as car sharing bays. These would be premium spaces close to access points.
- Pool car(s) for business trips. These could potentially be electric or hybrid vehicles.
- Electric Vehicle charging points.

#### Conclusion:

The draft Travel Plan at this stage is considered acceptable subject to receipt of further details that can be addressed within the final version of the Travel Plan, that will form part of the s106 agreement for the scheme. The Heads of Terms in respect of the Travel Plan of the draft s106 has been agreed with the applicant.

#### LANDSCAPE OFFICER:

##### Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

· The landscape masterplan submitted in the Design & Access Statement indicate a landscape buffer with new tree planting around the north and west elevations and wrapping around the south-west corner. As described above, these trees have already been planted in advance of the planning application, in the knowledge that they can safely be protected and retained during subsequent building operations. The chance to establish these trees ahead of the development is seen as a positive contribution to the landscape quality of the site.

· The application has been subject to constructive post-application discussions during the course of which the plans for both this site and HPH 5 have been amended. Some of the proposed surface level parking has been removed and additional tree planting and soft landscape provided around the perimeter of the building. It is considered that these amendments will make a significant contribution to the setting of the building and the appearance and environmental quality of the site.

· A S.106 agreement is in preparation to secure significant landscape enhancements to the public realm including the Dawley Road roundabout and adjacent verges which will significantly enhance the main entrance to the site and benefit road users and local residents. The landscape layout and details will be co-ordinated with a separate (Council-led) scheme to improve local cycle routes.

#### Recommendation:

No objection, subject to the above considerations and conditions COM6, COM7, COM8, COM9 (parts 1, 2, 4, 5 and 6), COM10 and the details to be agreed and implemented through the section 106 agreement.

## PLANNING OBLIGATIONS OFFICER:

In line with Planning Policy, the Planning Obligations SPD and Reg 122 the planning obligations deemed necessary as a result of this proposal are:

1. Construction Training: An in-kind scheme delivered during the construction phase of the development, with the scheme to be submitted to and approved prior to the commencement of the development.
2. Employment Strategy: Prior to occupation of the development an employment strategy is to be prepared and agreed in writing with the council, demonstrating how local people will be given access to job opportunities on the site.
3. Public Realm: Prior to the commencement of either HPH 4 or HPH5, whichever comes first, a scheme shall be submitted to and approved in writing by the council addressing improvements to the public realm within the vicinity of the site. As a minimum the scheme shall address landscaping improvements to the land immediately adjacent to the site and the roundabout.
4. Carbon Off-Setting: A financial contribution in the sum of £15,660 is to be secured.
5. Air Quality: A financial contribution in the sum of £12,500 is to be secured.
6. Travel Plan: A Travel Plan is to be prepared to TfL guidelines and adhered to for the life of the development.
7. Highways: A s278/38 agreement is required to be entered into to address all highways works as required by the Council's highways engineer.
8. Pedestrian Environment Review (PERs): A pedestrian environment review shall be undertaken and any works identified as part of this review shall be undertaken by the applicant.
9. Project Management and Monitoring Fee: a financial contribution in the sum of 5% of the total cash contributions is to be secured.
10. Crossrail Contribution: Under the operative Crossrail SPG the sum of £219,990 is required to be made. In the event that this payment is less than that of the Mayoral CIL then no payment is due under this obligation.

## ACCESS OFFICER:

Following receipt of revised plans and a fire evacuation strategy no objection.

### **7. MAIN PLANNING ISSUES**

#### **7.01 The principle of the development**

The principle of the re-development of the wider former Safeway Headquarters site, located within a designated Industrial Business Area has been established with the previous full and outline approvals (Refs 45753/APP/C/92/0773) and 45753/APP/2008/481) on the neighbouring site identified as Hyde Park Hayes 5 and through the completion and occupation of office use building within the buildings identified on the businesses park as Hyde Park Hayes 1, 2 and 3.

The redevelopment of the site as a office business park that is attractive for new businesses compatible with the Council's policies for regenerating this part of the Hayes

West Drayton Corridor, London Plan Policy 2.13 for the Heathrow Opportunity Area, and consistent with the 2011 LBH Local Economic Assessment that details the socio-economic issues of deprivation affecting Hayes and the need for new investment and job opportunities to replace former blue collar industrial local employers which have departed or are set to leave the area (e.g. the Nestles factory, due to close at the end of 2014).

**7.02 Density of the proposed development**

Density not applicable consideration as not a residential scheme.

**7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

Not applicable as site is not located in or within close proximity of a conservation area, area of special local character or area of archaeological interest.

**7.04 Airport safeguarding**

The relevant authorities have been consulted and confirmed the scheme presents no adverse airport or air traffic safety implications.

**7.05 Impact on the green belt**

The relevant authorities have been consulted and confirmed the scheme presents no adverse airport or air traffic safety implications.

**7.07 Impact on the character & appearance of the area**

Policy BE13 of the Saved UDP highlights the importance of designing new development to harmonise with the existing street scene, while Policy BE25 of the UDP states that the Local Planning Authority will seek to ensure modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate it will seek improved vehicular and pedestrian access and circulation routes through the area, and environmental improvements.

The development will be seen in the context of a mixture of buildings of various styles, and heights. The proposed office building will be located within close proximity to the existing office buildings located within the wider Hyde Park development, which are identified as HPH1, HPH2, and HPH3 office buildings and HPH5 which is a separate application for office block also before this committee.

HPH1 comprises 4 storeys in height and provides for a floor area of 8,640sq.m in area; HPH2 measures 3 storeys in height and provides for a floor area comprising 6,285sq.m, while the largest office building on site, HPH3, measures 7 storeys in height and comprises a floor area of 5,130sq.m. All of these buildings are located within the immediate vicinity of the site and forms part of the visual context within which the proposed development will be set against. Further to the north, the scheme will be viewed against the 7 storey London Gate office developments located on the north side of the overland rail network.

The scheme would provide a built form that helps defines the western edge of the business park and will help announce and improve the legibility of the business park from the Dawley Road roundabout. It is considered the building will create a harmonious relationship to the adjacent buildings, and to the residential streets located to the south and west. From an urban design point of view, there are no objections to the appearance of the building, indeed the large expanses of glazing in the elevational treatment that should provide for a crisp and attractive appearance that will complement and enhance the setting of the neighbouring office buildings. The scheme will provide an opportunity for a reasonably generous landscaped frontage, including the addition of a line of trees to both Dawley Road to the west and Millington Road to the north. The bulk of the building at 4 storeys will be seen in the context of a 7 storey office building immediately to the north and a 5 office storey building to the east should planning permission be granted for



the accompanying Hyde Park Hayes 5 scheme.

Overall, the proposed office building is considered appropriate both in terms of its siting and massing and accords with Policies BE13 and BE25 and will contribute positively to the Hyde Park campus and will provide a bright and attractive backdrop to the Dawley Road roundabout and the residential dwellings to the west .

#### **7.08 Impact on neighbours**

Policies BE20 and BE21 seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

The development is located within a business park. The building would be separated from residential properties by Dawley Road and a large warehouse type building located to the south of the building plot. The building which have a maximum height of 18.68 (to the height of the top of the roof top plant) and would be separated from the residential properties by over 50 metres at their closest point. Between the nearest residential dwellings and the proposed buildings is to the south a warehouse building and to the west Dawley Road. These separation distances and the arrangement of proposed and existing retained buildings is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of dominance or loss of light.

Policy BE24 seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The building would be set over 50 metres away from the nearest residential property. Given this distance the scheme this would not have any adverse impacts by way of loss of privacy.

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Saved Policies of the Unitary Development Plan.

#### **7.09 Living conditions for future occupiers**

The building would be accessible for disabled persons and provide high quality office accommodation.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The site has a Public Transport Accessibility Level value of 3. However parts of the wider blue line site have a PTAL value of 4, as this is located closer to the Hayes Town Centre and is within 9 - 10 minutes walk of the Hayes and Harlington Rail Station and Hayes Bus Station. The rail station will be upgraded and serve as a Crossrail Station from 2018.

The applicant submitted a detailed transportation assessment and a travel plan which addresses highways, car parking and cycle parking matters and measures contained within a legal agreement to reduce vehicle trip generation from the site. The Transport Assessment submitted followed extensive pre-applications discussions with the Council's principal Highway Engineer. The traffic assessment undertaken conforms with the technical parameters sought during pre-application discussion's with the Highway Engineer and involved extensive traffic modelling on the surrounding road network and the major road junctions. The Transport Assessment includes a robust assessment of future trip generation from other committed schemes in Hayes, plus the ASDA site that is adjacent to Hyde Park Hayes business park and was recently granted permission on Appeal, plus full traffic modelling of the impact of the current application that is before this Planning Committee for the Old Vinyl Factory site.

Saved UDP Policy AM7 states -



"The local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic.

The local planning authority will not grant permission for developments whose traffic generation is likely to:

(i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or

(ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety."

Relevant to consideration of Policy AM7 the transport assessment identifies the main junction on the surrounding road network that impacts on the free flow of traffic in the area as arising from the Station Road/North Hyde Road traffic light junction that operate beyond capacity.

The Transport Assessment identifies that the pressure on this junction will continue and would be substantially amplified by the committed developments in the locality and from other uncommitted developments (ASDA, Old Vinyl Factory and Hyde Park Hayes 4 & 5 schemes) were all these scheme simultaneously to happen without changes to the signalling and civic works to the Station Road/North Hyde Road modification. The Transport Assessment shows Hyde Park Hayes 4 and Hyde Park Hayes taken collectively would generate trips at peak hours at this junction. Mitigation works are required and which will be secured by way of a legal agreement.

Against a context of the significant strategic economic benefits of the scheme, an assurance of improvements to Hyde Park Road/Station Road junction (secured by planning obligations) and given the scheme will not have a detrimental impact upon any road or junctions within the London Strategic Road Network the scheme it is considered the scheme is consistent with Policy AM7 of the Saved policies of the Unitary Development Plan. This view is shared by the highway Engineer. Transport for London raised no objection to the scheme on highway impact grounds to the surrounding road network subject to clarification of the method of traffic modelling; these assurances/clarifications on the modelling have been provided and are understood to be accepted by Transport for London Borough of Hillingdon.

With respect to parking, the Council's parking standards (Annex 1, UDP Saved Policies) seek a maximum of one space per 100m<sup>2</sup> of B1 office use and is based on the gross floor area of the building. Car parking to accommodate mobility impaired is provided and whilst slightly below the 10% standard the Access Officer has reviewed the scheme and considers the provision is adequate in the context of the development site and given the total number of disabled car parking bays provided across the Hyde Park Hayes business park taken as a whole.

With regards to cycle parking, according to the Council's Parking Standards (Annex 1, UDP Saved Policies), the provision will comply with the Council's standards which are located within the undercroft area.

The refuse and recycling area will be integral to the building and located on the ground floor. In terms of access, level access from the street is achieved off Millington Road.

Overall, subject to the completion of the legal agreement containing details of the cascading mechanism for highway improvement works no objections are raised on highway/traffic grounds.

#### **7.11 Urban design, access and security**

##### **SECURITY:**

The proposed building would benefit from a good degree of natural surveillance with 3 of the 4 elevations facing highways, with Dawley Road to the west and Millington Road to the north-west and south-east and the clear unfussy built form and coherent landscape plan aid the natural surveillance.

The landscape scheme submitted provides details of the external lighting and continues the approach taken with the existing external lighting on the wider site. The applicant has confirmed there will be a comprehensive network of CCTV provision including provision within the basement car park and the CCTV will adhere with the best practice principles of Secure by Design. Accordingly the scheme and the details submitted are considered to be consistent with the Council's duty under section 17 of the Crime and Disorder Act 1998 the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

URBAN DESIGN & ACCESS: These issues are dealt with in section 7.07 of the report.

#### **7.12 Disabled access**

Following early engagement by the Council's Access Officer in the development of the scheme extensive details have been detailed within the application of measure to ensure the sought scheme is designed to meet the needs of people with disabilities including: adequate surface car parking provision for people with disabilities within a reasonable distance of the building entrance; a pass door next to the main revolving door, appropriate choice of materials for the pathways, DDA compliant lifts within the building. Accordingly the scheme is considered consistent with Saved Policies AM13 and AM15 of the Unitary Development Plan Saved Policies (September 2007), in respect of meeting the future needs of people with disabilities.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this application for office development.

#### **7.14 Trees, landscaping and Ecology**

The Hyde Park Hayes Business Park benefits from an existing landscape scheme that has been well executed and maintained to an exemplary standard which to date has done much to improve the visual appearance of this former industrial estate.

The proposed landscaping scheme for this scheme consists primarily of :

(1) The provision of a generous green landscape buffer between the building and Dawley Road, with the discrete boundary treatment proposed affording good views of the new building from Dawley Road. A similar green landscaped buffer will be provided to Millington Road to the north. On both these frontages towards the edge of the site there will be single lines of trees planted that should enhance the general setting of the business park and enhance the backdrop to Dawley Road.

2) A commitment to undertake an extensive programme of landscape improvements, subject to a Section 106 planning obligation, to Dawley Road and the piece of open land immediately to the west of Dawley Road and to the south west of Dawley Road.

The Trees and Landscape officer has been involved in extensive discussion with the applicant's landscape consultants and considers both the off site public realm landscaping works and the landscaping masterplan for this site and the accompanying Hyde Park Hayes 5 to enhance the quality of the local environment and further strengthen the ambition to provide a verdant quality to the business park and create an attractive entrance to the site from the Dawley Road roundabout. The scheme is therefore considered to be in accordance with Policy BE38 of the Unitary Development Plan Saved Policies (September 2007).

#### **7.15 Sustainable waste management**

The waste storage and collection arrangements are considered acceptable and in compliance with Council's standards for the floor area of office provision.

#### **7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (July 2011) sets a target for an office development of this scale a 25% improvement reduction in CO2 emissions measured against current 2010 Building Control Regulations and this reduction should be achieved on-site.

The application is supported by an Energy Assessment. The assessment details a series of energy saving measures including provision of some PV panels on the flat roof and the applicant has agreed to further measures with potential energy saving potential following receipt of the comments on the scheme from the Mayor of London including a commitment to ensure that the development is designed to allow future connection to a district heating system and the site's heating will be sourced in the meantime come from a single energy centre location in the basement.

Notwithstanding the measures proposed the scheme will not reduce enough carbon. To address this shortfall the applicant has agreed to enter into a legal agreement to contribute towards a carbon fund which could help make up for the short fall through an agreement with the Council. This is in line with Policy 5.2(e) of the London Plan which states "The carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere."

The carbon fund financial contribution agreed is in line with the agreed Mayor's set formula and commensurate with the level of shortfall. In light of this legal the scheme complies with the London Plan Policy 5.2 on energy reduction.

#### **7.17 Flooding or Drainage Issues**

The application is not located within a zone at risk of flooding, however due to the size of the development it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding. The application provides details of a series of measures to reduce water run off, including sub-surface storage and a hydrobrake to limit discharge. Both the Council's Flood Risk and Water Management Officer are satisfied the details submitted if implemented as detailed will comply with the requirements of Policies 5.12 and 5.13 of the London Plan (July 2011).

The application has provided details of existing and proposed site drainage arrangements and contains engineering works that would be undertaken to reduce water run off in accordance with the principle of sustainable urban drainage including measures to capture water run off in with subsurface storage beneath the surface car parks areas and a hydrobrake to limit discharge. The Council's Flood and Water Management Officer and the Environment Agency are satisfied with the details submitted and the necessary compliance with Policies 5.12 and 5.13 of the London Plan.

## **7.18 Noise or Air Quality Issues**

### **AIR QUALITY:**

The proposed development is within the declared Air Quality Management Area in an area that currently appears to be exceeding the European Union limit value for annual mean nitrogen dioxide. The air quality assessment indicates all except one of the identified receptors (located within the development site) will continue to exceed the EU limit annual mean of 40-g/m<sup>3</sup> both with and without the development.

The application is accompanied by a detailed Air Quality Assessment. In addition a detailed Travel Plan is submitted with measures to curb vehicular trips and encourage trips by public transport.

The Council's Environmental Protection Unit have reviewed the document in detail and raise no objection to the development on air quality grounds subject to:

- (a) planning obligations being secured by way of a legal agreement towards air quality monitoring;
- (b) The compliance of the scheme with a robust Travel Plan [dealt with by the section 106 agreement];

### **NOISE:**

Policies OE1 seek to ensure that new developments are not granted that result in significant increased levels of noise in an area and where their impacts can not be mitigated within acceptable levels.

The scheme is for an office use (B1 (a) Use Class) and would be located within a new purpose built building situated within a campus setting located well away from any neighbouring residential properties accordingly the scheme is not considered to raise any noise amenity issues.

## **7.19 Comments on Public Consultations**

With regard to the written response received and the 2 queries the neighbour raised regarding the consultation exercise and the future use:

- (i) The usual level of consultation with this scale of application was undertaken.
- (ii) A site notice displayed and individual consultation letters were sent to neighbours immediately adjacent to the site. With regard to the use the use will be controlled by planning condition and will not permit use as a hotel or managed apartment-hotel.

## **7.20 Planning obligations**

The planning obligations deemed necessary as a result of this proposal are:

1. Construction Training: An in-kind scheme delivered during the construction phase of the development, with the scheme to be submitted to and approved prior to the commencement of the development.

2. Employment Strategy: Prior to occupation of the development an employment strategy is to be prepared and agreed in writing with the council, demonstrating how local people will be given access to job opportunities on the site.

3. Public Realm: Prior to the commencement of either HPH 4 or HPH5, whichever comes first, a scheme shall be submitted to and approved in writing by the council addressing improvements to the public realm within the vicinity of the site. As a minimum the scheme shall address landscaping improvements to the land immediately adjacent to the site and

the roundabout.

4. Carbon Off-Setting: A financial contribution in the sum of £ 15,660 is to be secured.

5. Air Quality: A financial contribution in the sum of £12,500 is to be secured.

6. Travel Plan: A Travel Plan is to be prepared to TfL guidelines and adhered to for the life of the development.

7. Highways: A s278/38 agreement is required to be entered into to address all highways works as required by the Council's highways engineer.

8. Pedestrian Environment Review (PERs): A pedestrian environment review shall be undertaken and any works identified as part of this review shall be undertaken by the applicant.

9. Project Management and Monitoring Fee: a financial contribution in the sum of 5% of the total cash contributions is to be secured.

10. Crossrail Contribution: Under the operative Crossrail SPG the sum of £219,990 is required to be made, in the event that this sum is in excess of the payment required under the Mayoral Community Infrastructure Levy (CIL). In the event that this payment is less than that of the Mayoral CIL then no payment is due under this obligation.

#### **7.21 Expediency of enforcement action**

Not applicable.

#### **7.22 Other Issues**

None.

### **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.



Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

## **9. Observations of the Director of Finance**

## **10. CONCLUSION**

The scheme forms part of a wider redevelopment project the owners have for the wider site intended to complete the establishment of a premier business park designed to attract new hi tech business companies. Towards this end the quality of the scheme and the external landscaping on the site and its immediate surroundings is seen as central.

The scheme together with the 'sister" B1(a) office scheme (identified as Hyde Park Hayes 5) will consolidate the Hyde Park Hayes business estate as a significant and attractive new business park for Hayes. The land use is consistent with Policies SO14, SO23 and S2 of Part 1 of the Hillingdon Local Plan and its objective to regenerate the Hayes West Drayton Corridor and consistent with the Mayor's policies for the wider geographic Heathrow Opportunity Area. As the GLA comments on the application underline, the scheme will provide a strategic opportunity for the scheme to develop and promote a site for the new outer London office market that is consistent with London Plan Policies 2.6, 2.7 and 2.8. It is site accessible by public transport and this factor will be further strengthened with the arrival of the Crossrail Station to Hayes from 2018.

Furthermore the scheme provides an opportunity to create emerging economic synergies, with other major regeneration schemes for the area which is consistent with the objective of London Plan Policy 2.7 and to provide a major employment opportunity site for new office based industries for Hayes to mitigate against the previous loss of large manufacturing industries in the area that once formed the bedrock of the local economy.

The building is of an attractive design that will a harmonious and sympathetic relationship to the adjacent development located in the Hyde Park Hayes business park campus. Furthermore the proposed office and its associated landscaping will provide for a striking and attractive building backdrop to the Dawley Road roundabout and to the residential area beyond that will help announce and define in urban design terms the business park and improve legibility to those seeking to enter Hyde Park Hayes by vehicle directly from Dawley Road roundabout. The scheme is consistent with Policy BE13, BE19 and BE25 of the Saved Policies of the UDP and BE1 of Part 1 of the Hillingdon Local Plan.

The scheme is accompanied by a well considered and attractive landscaping scheme for the Dawley Road roundabout and the open land lying to the south west of the roundabout that would enhance this gateway to Hayes and thereby the scheme is consistent with Saved UP Policy BE38.

There are no highways objections to the scheme, subject to the changes to signalling and civil works (that would provide for additional vehicle lanes) at the junction of Hyde Pak Road and Station Road junction being implemented prior to the occupation of this development, and the implementation of a Travel Plan. These matters are both dealt with within the draft s106 legal agreement.

"At the heart of the National Planning Policy Framework is a presumption in favour of



sustainable development, which should be seen as a golden thread. For decision-taking this means approving development proposals that accord with the development plan without delay; and granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".

Set against this national planning policy backdrop the traffic impact of the scheme is not considered to provide a sustainable reason of refusal.

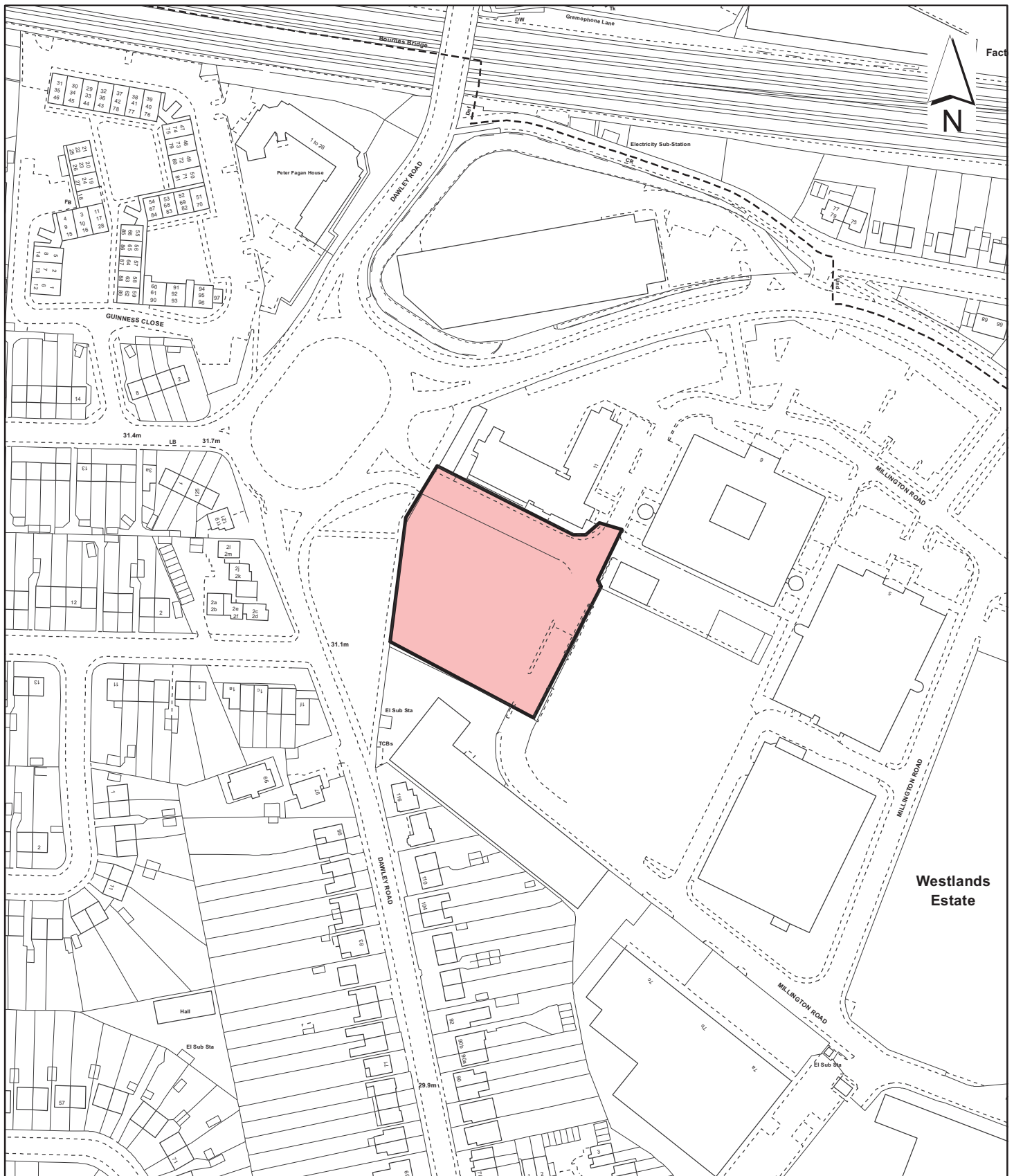
In conclusion the scheme is considered consistent with the relevant local, London and national planning policy and is recommended for approval subject to the necessary planning conditions and completion of the s106 legal agreement.

#### **11. Reference Documents**

Saved Policies of the Hillingdon Unitary Development Plan (September 2007)  
2011 London Borough of Hillingdon's Local Economic Assessment  
Hillingdon Local Plan: Part 1 (November 2012)  
London Plan (July 2011)  
Mayor's Industrial Capacity SPG 2008  
Revised Early Minor Alterations to the London Plan (June 2012)  
National Planning Policy Framework (March 2012)

**Contact Officer:** Gareth Gwynne

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Hyde Park Hayes 4  
Millington Road  
Hayes**

Planning Application Ref:

**40652/APP/2012/2030**

Planning Committee

**Central and South**

Scale

**1:2,000**

Date

**November  
2012**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON

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## Report of the Head of Planning & Enforcement Services

**Address** HPH 5 MILLINGTON ROAD HAYES

**Development:** Erection of five storey building to provide 13,880sq.m of Class B1(a) Office floorspace, provision of car parking spaces at surface and basement level, associated landscaping and ancillary works.

**LBH Ref Nos:** 45753/APP/2012/2029

**Drawing Nos:** Rapleys Planning Statement dated 18 August 2012  
Delta Simons Environmental Assessment Phase 2 dated October 2012  
Dainage Plans Figure 1 (existing) Rev. PO1  
110475-D211  
110475-D212  
Drainage Plans Figure 2 (foul water strategy) Rev. PO0  
Drainage Plans Figure 3 (proposed storm water strategy ) Rev. PO1  
SKM Energy Statement HPH5 dated 2 July 2012  
BREEM Ecology Report HPH4 and HPH5 (final version dated August 2012)  
plan 3 of 4 HED.983.103 Rev E  
plan 4 of 4 HED.983.103 Rev E  
HED.983.103 Rev. E  
SKM Framework Travel Plan HPH5, dated August 2012  
Fire Evacuation Procedure note, dated November 2012  
3D Reid Safety and Crime Prevention Note, dated November 2012  
SK1020/61/1-SLP05 (location plan)

110475-D-005 Rev.B  
110475-D210 Rev. A  
110475-D209 Rev. A  
110475-D200 Rev. F  
110475-D201 Rev. E  
110475-D202 Rev. E  
110475-D203 Rev. E  
110475-D204 Rev. E  
110475-D205 Rev. E  
SKM Air Quality Assessment dated 16 August 2012  
3D Reid Design and Access Statement, dated June 2012  
SKM Transport Assessment HPH5 including appendices (Volumes I, II, III)  
dated August 2012  
HED.983.107 Rev. D  
plan 1 of 4 HED.983.108 Rev D  
plan 2 of 4 HED.983.103 Rev D  
110475-D206 Rev. B  
Foul Water Strategy Rev. A received 13 November 2012  
Report of Flood Risk Assessment & Surface Water Drainage Strategy Rev.  
1 received 13 November 2012  
Delta Simons Environmental Assessment Phase 1 dated March 2012  
Water Management: Flood Foul Water Strategy Rev A  
3D Reid Design Bird Hazard Management Plan dated July 2012  
3D Reid Safety and Crime Prevention Note, dated November 2012

**Date Plans Received:** 17/08/2012      **Date(s) of Amendment(s):** 20/08/2012

Date Application Valid: 31/08/2012

15/11/2012

19/11/2012

13/11/2012

## 1. SUMMARY

Full planning permission is sought for the erection of a 13,880sqm five storey office (B1 (a) Use Class) block building, with the formation of a basement car park beneath it, set within the Hyde Park Hayes Business Park on a piece of cleared land, that was formerly occupied by a warehouse/industrial building (B8 Use) for a motor distributor company.

The site is located in a designated Industrial and Business Area (IBA) that was formerly owned by Safeway's. The wider site served as Safeway's (B1 Use) UK office headquarters. The principle of the loss of B8 on this section of the IBA is already established with an outline planning permission on the same plot granted 22 April 2008 (45753/APP/2008/481) for 14,000sq.m of B1 office space and 140 space basement car park.

There is a second application also lodged with the Council for the associated Hyde Park Hayes 4 (a proposed 4 storey of building with 7000sq.m of B1 Use office space), which would complete the main section of the campus style business park and in urban design terms tie up the existing office buildings on-site (i.e. Hyde Park Hayes 1, 2 and 3 and the accompanying built out multi-storey car park).

The design of the building including the treatment of the elevations, the height of the building, its footprint and the associated landscaping and surface car parking is influenced by the relationship to the surrounding buildings on the site and the proposed building's distance set well away from any neighbouring residential development or broader built townscape. The scheme is considered to create a harmonious relationship with the adjacent buildings and provides an attractive and well landscaped business park environment.

There are no highway objections to the proposal, extensive traffic modelling of the scheme has taken full consideration of the additional demand on the surrounding road network and traffic junctions from the associated application for Hyde Park Hayes and other major development sites scheduled for Hayes.

Heads of Terms have been agreed between the applicant and the Council's legal team for a section 106 legal agreement including agreement for substantive public realm improvements to the Dawley Road roundabout and its surroundings.

## 2. RECOMMENDATION

### 2. Recommendation

1. That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008).

2. That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning & Enforcement to grant planning permission, subject to any relevant amendments requested by the Greater London Authority and the following:

A. That the Council enters into a legal agreement with the applicant under Section 106 of the 1990 Town & Country Planning Act (as amended) and/or Section 278 and S38 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:

1. **Construction Training:** An in-kind scheme delivered during the construction phase of the development, with the scheme to be submitted to and approved prior to the commencement of the development.

2. **Employment Strategy:** Prior to occupation of the development an employment strategy is to be prepared and agreed in writing with the council, demonstrating how local people will be given access to job opportunities on the site.

3. **Public Realm:** Prior to the commencement of either HPH 4 or HPH5, whichever comes first, a scheme shall be submitted to and approved in writing by the council addressing improvements to the public realm within the vicinity of the site. As a minimum the scheme shall address landscaping improvements to the land immediately adjacent to the site and the Dawley Road roundabout.

4. **Carbon Off-Setting:** A financial contribution of the sum of £59,160 is to be secured.

5. **Air Quality:** A financial contribution of the sum of £12,500 is to be secured.

6. **Travel Plan:** A Travel Plan is to be prepared to TfL guidelines and adhered to for the life of the development.

7. **Highways:** Relevant legal agreements are required to be entered into to address all highways works as required by the Council's highways engineer.

8. **Pedestrian Environment Review (PERs):** A pedestrian environment review shall be undertaken and any works identified as part of this review shall be undertaken by the applicant.

9. **Project Management and Monitoring Fee:** A financial contribution to the sum of 5% of the total cash contributions is to be secured.

10. **Crossrail Contribution:** Under the operative Crossrail SPG the sum of £416,400 is required to be made. In the event that this payment is less than that of the Mayoral CIL then no payment is due under this obligation.

C. That officers be authorised to negotiate and agree the detailed terms of the



proposed agreement.

**D. If the Legal Agreement/s have not been finalised within 6 months, delegated authority be given to the Head of Planning, Sport and Green Spaces to refuse planning permission for the following reason:**

**'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of air quality, carbon emissions, construction and employment training facilities and off site highways works). The proposal therefore conflicts with Policy AM2, AM7 and R17 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.'**

**E. That if the application is approved, the following conditions be attached.**

**1 RES3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990

**2 RES4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers SK1020/61/1/1\_SLP05, 110475-D-005 Rev. B, 110475-D210 Rev. A, 110475-D211, 110475-D212, 110475-D209 Rev. A, 110475-D200 Rev. F, 110475-D201 Rev. E, 110475-D202 Rev. E, 110475-D203 Rev. E, 110475-D204 Rev. E, 110475-D205 Rev. E, 110475-D206 Rev. B, HED.983.107 Rev. D, HED.983.108 Rev. D, plan 1 of 4 HED.983.103 Rev. D, plan 2 of 4 HED.983.103 Rev E, plan 3 of 4 HED.983.103 Rev. E, plan 4 of 4 HED.983.103 Rev. E and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

**3 RES5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

SKM Air Quality Assessment dated 16 August 2012

Design & Access Statement dated June 2012

SKM Transport Assessment HPH5 including appendices (Volumes I, II, III) dated August 2012

SKM Framework Travel Plan HPH5, dated August 2012

Reduction in energy use: BREEM Ecology Report HPH4 and HPH5 (final version dated August 2012)

Halcrow Drainage Plans Figures 1 to 3

Water Management: Flood Foul Water Strategy Rev. A received 13 November 2012

Delta Simmons Environmental Assessment Phase 1 dated March 2012

Delta Simmons Environmental Assessment Phase 2 dated October 2012

3D Reid Design Bird Hazard Management Plan dated July 2012

3D Reid Safety and Crime Prevention Note, dated November 2012

SKM Energy Statement HPH5 dated 2 July 2012  
Foul Water Strategy Rev. A received 13 November 2012  
Report of Floor Risk Assessment & Surface Water Drainage Strategy Rev. 1 received 13 November 2012  
Drainage Plans Figure 1 (existing) Rev. P01  
Drainage Plans Figure 2 (foul water strategy) Rev. P00  
Drainage Plans Figure 3 (proposed storm water strategy) Rev. P01  
Rapleys Planning Statement dated 18 Augusts 2012  
BREEM Ecology Report HPH4 and HPH5 final version (dated August 2012)

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

#### REASON

To ensure that the development complies with the objectives of Policies BE13, BE38 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011).

#### **4 COM6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **5 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **6 COM9 Landscaping (including refuse/cycle storage)**

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Full details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Full written specification of planting and cultivation works to be undertaken,
  - 1.c Full schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
  - 2.a Covered and secure refuse storage
  - 2.b Covered and secure cycle storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures

### 3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

### 4. Schedule for Implementation

### 5. Other

- 5.a Existing and proposed functional services above and below ground
- 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan.

### **7 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'.

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **8 NONSC Electric Charging Points**

Prior to the commencement of development a plan showing provision for electric charging points to serve 20%% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

#### REASON

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan (July 2011).

#### **9 NONSC Reduction in potable water**

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

#### Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan (July 2011).

#### **10 RES15 Sustainable Water Management (changed from SUDS)**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Hyde Park Hayes, Report on Flood Risk Assessment and Surface Water Drainage Strategy, produced by Halcrow, dated July 2012 Issue 2 Revision 1, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan.

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

#### **11 NONSC Construction Logistic Plan**

Prior to development commencing, the applicant shall submit a construction logistic plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works.

- (ii) The hours during which development works will occur.
- (iii) Measures to prevent mud and dirt tracking onto adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vi) The storage of demolition/construction materials on site (including height of stored materials).
- (vii) height of storage areas for materials or equipment.
- (viii) details of cranes and other tall construction equipment (including the details of obstacle lighting) - such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).
- (xx) control of activities likely to produce smoke and dust, etc.
  - details of temporary lighting - such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).
- (x) control and disposal of putrescible waste to prevent attraction of birds.

The approved details shall be implemented and maintained throughout the duration of the construction process.

#### REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

#### **12 NONSC Delivery and Servicing PLaN**

Prior to commencement of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as the development is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

#### REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies September 2007

#### **13 RES26 Contaminated Land**

- (i) The development hereby permitted shall not commence until a written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified has been agreed in writing with the local planning authority.
- ii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.
- (iii) If during development works contamination not anticipated in the submitted remediation scheme is identified, then an updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

**REASON:**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

**2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

LE1	Proposals for industry, warehousing and business development
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE13	Recycling facilities in major developments and other appropriate sites
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy (2011) Outer London: Transport



LPP 2.8	
LPP 2.13	(2011) Opportunity Areas and intensification areas
LPP 2.14	(2011) Areas for regeneration
LPP 4.10	(2011) New and Emerging Economic Sectors
LPP 4.2	(2011) Offices
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.12	(2011) Flood risk management
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.21	(2011) Contaminated land
LPP 6.9	(2011) Cycling
LPP 6.13	(2011) Parking
LPP 6.14	(2011) Freight strategy
LPP 7.14	(2011) Improving air quality
LPP 7.5	(2011) Public realm
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

**3**            I11            **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

**4**            I15            **Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**5 119 Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**6 123 Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

**7 124 Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

**8 134 Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

## **9 147 Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

## **10 160 Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

## **11**

Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

Flashing beacons/stroboscopic lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

## **12**

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are

advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

### 13

The applicant is encouraged if the building uses mechanical ventilation to draw air from as high as possible to ensure the air is as clean as possible.

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The former Safeway's Industrial Estate has been renamed Hyde Park Hayes business park. It is bounded to the north by Hyde Park Road and by Dawley Road to the west. Millington Road is a private road running through the business park and this forms the southern and eastern boundary of the red line site.

The proposed Hyde Park Hayes 5 building plot was formerly utilised by Maccess as a motor part distributor to trade. The application site immediately adjoins part of a wider piece of land previously owned by Safeway's, although the proposal site was never occupied or operated as part of Safeway's headquarters.

The incomplete business park comprises to date of a number of buildings including:

- An office building, identified as HPH1 which is 4 storeys in height and provides for a floor area comprising 8,600sq.m in area and was built in 1994. Rackspace is a fast growing US origin IT company who provide cloud based data storage facility whose UK headquarters are located within HPH1 and are understood to be seeking to take up occupancy of HPH5 if approved and built out.

- A 3 storey office building (built 1993) identified as HPH2 which provides for a floor area comprising 6,285sq.m in area.

- A 7 storey office building identified as HPH3 (built in 1975 and recently refurbished) and comprises a floor area of 5,130sq.m in area.

- On the north west edge of the business park is the location of the former Mercury House, which was subsequently demolished (in 2007) with the land lying vacant and is identified the the business park owner's as the future building plot site of a building identified as Hyde Park Hayes 6.

- A 5 storey multi storey car park building exists on the business park located to the south west of proposed Hyde Park Hayes 5 with vehgicle access off Millington Road and North Hyde Road.

The site is located 700 metres to the south west of Hayes and Harlington Road Station (a future Cross Rail station) accessed via Station Road and approximately a 9-10 minute walk away.

### 3.2 Proposed Scheme

The proposed scheme involves 13,880sq.m of B1 office space over 5 floors plus a basement car park accessed by ramp immediately to the south west of the building.

The building would be located centrally within the business park and alongside the central landscaped open plaza area which forms part of this application and is intended to play a vital role in tying up the business park.

The plant will be enclosed on the roof and would not be visible from the ground. The elevational treatment will be largely glazed, with vertical brise-soliels on the eastern and western elevations.

### 3.3 Relevant Planning History

45753/APP/2008/481 Unit 4d Millington Road Hayes

ERECTION OF OF AN OFFICE DEVELOPMENT (CLASS B1(a)) WITH MAXIMUM FLOORSPACE OF 14,000 SQ.M, WITH 140 CAR PARKING SPACES (INVOLVING DEMOLITION OF EXISTING CLASS B8 BUILDING) (OUTLINE APPLICATION).

**Decision:** 22-04-2008 Approved

45753/APP/2011/737 Unit 4d, Millington Road Hayes

Application to replace extant planning permission ref: 45753/APP/2008/481 dated 22/04/2008 : Erection of an office development (Class B1(a)) with maximum floor space of 14,000 sq.m, with 140 car parking spaces (involving demolition of existing class B8 building) (Outline Application).

**Decision:**

45753/C/92/0773 Units 4b, 4c, 4d, 4e And Mercury House Millington Road Hayes

Erection of 132,615 sq.ft. gross office floorspace and erection of ancillary sports and social building together with multi-storey car park, reorganised surface car parking and landscaping (Phase III)(outline application)

**Decision:** 28-04-1993 Approved

#### Comment on Relevant Planning History

45753/APP/2011/737 - Application submitted to renew the above extant outline permission (45753/APP/2008/481). Application received 21 March 2011.

45753/APP/2008/481 - Outline planning permission was granted on 13 February 2008 for the creation of a 14,000sq.m office development with a maximum height of 5 storeys and a maximum building height of 25m with basement car parking with provision for 140 parking spaces involving the demolition of existing Class B8 building.

45753/C/92/0773. Outline permission for the erection of 12,320 square metres of gross office floorspace and erection of ancillary sports and social building together with multi-storey car park, reorganised surface car parking and landscaping. Approved 28 April 1993.

## 4. Planning Policies and Standards

## UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E3	(2012) Strategy for Heathrow Opportunity Area
PT1.E7	(2012) Raising Skills
PT1.10	To seek to ensure that development does not adversely affect the amenity and the character of the area.
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management

### Part 2 Policies:

LE1	Proposals for industry, warehousing and business development
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE13	Recycling facilities in major developments and other appropriate sites
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport



- LPP 2.13 (2011) Opportunity Areas and intensification areas
- LPP 2.14 (2011) Areas for regeneration
- LPP 4.10 (2011) New and Emerging Economic Sectors
- LPP 4.2 (2011) Offices
- LPP 4.4 (2011) Managing Industrial Land & Premises
- LPP 5.12 (2011) Flood risk management
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.5 (2011) Decentralised energy networks
- LPP 5.7 (2011) Renewable energy
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.14 (2011) Water quality and wastewater infrastructure
- LPP 5.21 (2011) Contaminated land
- LPP 6.9 (2011) Cycling
- LPP 6.13 (2011) Parking
- LPP 6.14 (2011) Freight strategy
- LPP 7.14 (2011) Improving air quality
- LPP 7.5 (2011) Public realm
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

## **5. Advertisement and Site Notice**

- 5.1** Advertisement Expiry Date:- **12th October 2012**
- 5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

A site notice was displayed and 130 letters were sent to the owner/occupiers of neighbouring properties. No written responses were received.

MAYOR OF LONDON

The application alongside Hyde Park Hayes 4 application was referred to the GLA on 28 September 2011 and comments were received back from the GLA on both application in a single letter dated 31 October 2012.

Recommendation:

That Hillingdon Council be advised that while the applications are generally acceptable in strategic planning terms, they do not fully comply with the London Plan, but that the potential remedies set out in the conclusion which could address these deficiencies.

Conclusion:

London Plan policies on office development, strategic industrial locations, employment, urban design, inclusive access, transport and energy provisions are relevant to this application. In general, the application complies with some of these policies but not with others. The following changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

Transport: The following are required to ensure that the application proposals are in conformity with the London Plan: further clarification of the highway modelling to determine the anticipated impact on the Transport for London Road Network; an audit of the local pedestrian environment; inclusive of local bus stops; a reduction in the number of car parking spaces in line with London Plan standards; planning conditions to secure submission, approval and implementation of a delivery and servicing plan, and a construction logistics plan; and a legal agreement to secure a travel plan and financial contribution towards the proposed Crossrail Station.

Energy: The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan; therefore, the developer should liaise with Hillingdon Council to ensure that the shortfall (equivalent to 9 and 35 tonnes of carbon dioxide per annum respectively) is met off site. In addition, the developer should ensure that the development is designed to allow future connection to a district heating network whenever one become available; explain how space heating and hot water would be delivered to the building; confirm that a heat network would be installed all areas in the building connected to that network. The applicant should also provide drawings to illustrate the positioning of the proposed photovoltaic panels on the roofs.

#### CASE OFFICER RESPONSE:

Applicant has agreed to the following following receipt of Mayor's comments:-

Highway Modelling: The sought clarification provided and TfL understood to have accepted.

Reduction in the number of car parking spaces: 18 car parking spaces removed from HPH5 & HPH4. Total figure within the maximum standard allowable within the London Plan.

Pedestrian Environment Review: secured by s106.

Implementation of a delivery and servicing plan: secured by planning condition.

Final Travel Plan: secured by s106.

Crossrail CIL Payment: Applicant agreed to paying.

Construction logistics plan: secured by planning condition..

Carbon Fund Contribution: Sum sought agreed to and secured by s106.

Scheme designed to allow future connection to a district heating network: applicant agreed to and secured by s106.

A single comprehensive heat and energy network source for the development: applicant agreed to in writing.

Solar Panels: applicant provided plans of location of PV panels on the top floor flat roof.

National Air Traffic Services (N A T S) .

From a technical safeguarding aspect the scheme does not conflict with our safeguarding criteria, no objection.

BAA - No objection

TRANSPORT FOR LONDON: observations as follows-

Car Parking:

The development proposes a total of 140 car parking spaces for 13,880sqm of office space. This is equivalent to a ratio of 1:99sqm. Included in the total, 14 disabled car parking spaces are provided and 28 Electric Vehicle Charging Points (EVCP).

Considering the moderate PTAL of the area, TfL requests that car parking is reduced to a maximum of 46 spaces in line with London Plan policy 6.13 . Furthermore 20% of those spaces must be for electric vehicles and a further 20% passive provision. Adequate parking for blue badge holders is also required; this should equate to 1 blue badge parking space for every disabled motorist. Additionally 5% of the total capacity should be designated for visiting disabled motorists.

TfL acknowledges however, that in this location, the development could result in overspill parking in the surrounding residential streets. It is therefore recommend that the applicant provides a contribution to Hillingdon Council to enable monitoring of on street parking levels and to implement Controlled Parking Zones (CPZ) where necessary. TfL welcomes further discussion about this matter.

#### Cycle Parking:

94 cycle parking spaces are proposed for the development. This is in accordance with the minimum standards set out in TfL s cycle parking guidelines and therefore is in line with London Plan policy 6.9. TfL also welcomes the proposed showers and changing facilities for employees. The cycle parking storage should be located in an accessible, convenient, secure and sheltered area.

#### Pedestrian Environment Review System (PERS) :

TfL requests that a Pedestrian Environment Review System (PERS) audit is carried out to assess the quality of the pedestrian environment surrounding the site. This assessment should include a bus stop audit for the closest pair of bus stops to the site.

#### Highway Impact:

The applicant has assessed the impact of additional vehicular trips though regrettably, junction modelling has not been undertaken in line with TfL s modelling guidance. In order to comply with London Plan policy 6.3, the applicant should demonstrate how the adopted models have been validated to ensure they are fit for purpose.

The applicant has indicated that manual optimisation of the nearest part of the TLRN, the A312/Bulls Bridge Roundabout, will allow for vehicular trips for this and other nearby development proposals to be accommodated. As TfL recently implemented a traffic control system (SCOOT) at this junction, further discussions are required about the outcome of any modelling and the subsequent impact on congestion at this junction. Clarification should also be provided as to the extent of any cumulative and planned development that has been taken into account in their modelling. Resolution of this matter will enable TfL to identify any highway mitigation that may be required.

#### Travel Plan:

TfL welcomes the submission of travel plan with the application. It is expected that Hillingdon Council will secure, enforce, monitor, review and ensure the funding of the travel plans through the s106 agreement to ensure conformity with London Plan policy 6.3. Arrangements for delivery, servicing and construction activities should be agreed between the applicant and Hillingdon Council, and secured through condition if deemed necessary.

#### Crossrail:

From the details accompanying the application, it is understood that the development will provide an uplift of 13,880sqm office floorspace. As the site is within a 1kilometre radius of Hayes & Harlington station, a Crossrail contribution of £416,400 is therefore required in accordance with London Plan policy 6.5.

#### Community Infrastructure Levy

In accordance with London Plan policy 8.3, Community Infrastructure Levy, the Mayor agreed to commence CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed development is within the London Borough of Hillingdon where the Mayoral charge is £30 per square metre Gross Internal Area (GIA). The levy will raise £300 million towards the delivery of Crossrail. The applicant should note however, that the Mayor's CIL charge will be treated as a credit towards the section106 liability and therefore only the greater of the two sums will normally be sought. Notwithstanding this, Hillingdon Council should include the full Crossrail sum within the section 106 agreement.

Summary

#### CONCLUSIONS

Whilst TfL has no objections to the principle of the proposed development, further clarification about the highway modelling is required in order to determine the impact on the TLRN in ensure compliance transport policies in the London Plan.

#### ENVIRONMENT AGENCY:

Awaiting receipt of their final comments, but verbally stated no objection on flood risk grounds.

#### METROPOLITAN POLICE CRIME PREVENTION DESIGN ADVISOR:

A review of the plans and the supporting documentation it is evident the scheme conforms with the general Secure by Design principles in the scheme's design and its future operation with confirmation received from the applicant of:

- (i) controlled access to the basement car park
- (ii) CCTV within the basement car park
- (iii) CCTV provision for the site specified in accordance with the Home Office CCTV Operational Requirements Manual.

CONCLUSION: No objection, subject to the CCTV provision and secure access to the basement car park covered by the planning condition (i.e. through modified RES5 and RES9)

#### **Internal Consultees**

POLICY OFFICER:

Policy Framework:

Generally agree with their detailed analysis of policies supporting the applicant's proposals.

2012 National Planning Policy Framework general presumption in favour of sustainable development reaffirmed (cf paragraphs 11-17); Hillingdon has identified this as a priority area for regeneration (cf paragraph 21, bullet point 5); the new buildings should have good designs (cf paragraphs 63-65).

2007 UDP Saved Policies - the principle of a change of use here is covered by policies LE1 and LE2. The Council has accepted B1 a office development in IBAs where they are considered appropriate for economic regeneration in the Hayes West Drayton corridor.

2012 Hillingdon Local Plan: Part 1 Strategic Policies (former Core Strategy adopted at full Council on 08 November) - currently this area is identified on Map 5.1 as a proposed Locally Significant Employment Location, part of an area where office growth is to be accommodated, and is covered by policies E1 and E2.

#### Summary

Generally acceptable development of these sites, in principle, subject to any detailed development control / design / S106 negotiations.

What is emerging here is a mid-urban business park in effect which is compatible with both London Plan policies and the aims of the Council in regenerating this part of the Hayes West Drayton Corridor. It is an area where the underlying socio-economic indicators are poor and it is in need of new investment and job opportunities to replace former industrial jobs which have now or are about to leave the area.

#### HIGHWAY ENGINEER:

The A437, Station Road, bounds the HPH campus to the east and forms a signalised junction with North Hyde Road at the north eastern corner of HPH. The four-arm signalised junction includes formal pedestrian crossing and cycle facilities. The eastern end of North Hyde Road leads to the A312 The Parkway, which connects to Junction 3 of the M4 to the south and A40 to the north. The western end of North Hyde Road forms a five-arm roundabout with Dawley Road.

HPH can be accessed via the three existing vehicular accesses, which are:

- Millington Road/Station Road junction;
- North Hyde Road/Millington Road West junction; and
- A437/North Hyde Road/Dawley Road/Millington Road/ Bourne Avenue junction (5-arm Roundabout).

#### Traffic Impact and Highway Improvements

Below is the list of committed development sites, which have been included within the TA for purposes of assessing the traffic impact.

- i. 20 Blyth Road
- ii. 243 Blyth Road
- iii. Gatefold Building
- iv. High Point Village
- v. Southall Gas Works

In addition to the above, a sensitivity assessment has been carried out of the traffic impact associated with the two sites listed below:

- i. Asda Development - Unit 3 Millington Road
- ii. Replacement scheme at the Old Vinyl Factory (it is noted that the TA does not correctly assess the impact from the current application ref. 59872/APP/2012/1838 under consideration. The traffic modelling will therefore need to be revised in case of the proposed Old Vinyl Factory development being approved)

The TA includes assessment of the movement conditions, baseline, opening year 2014, and 10 years after opening, on the surrounding highway network by calculating and distributing the development trips by different modes of transport on the transport network and analysing the impact.

In terms of the highway network, a series of assessments has been undertaken at the following junctions during weekday AM & PM peak periods within the vicinity of the site.

The traffic modelling results show that North Hyde Road/Station Road junction and Bull Bridge Roundabout are the most congested.

At North Hyde Road/Station Road junction, the North Hyde Road Approach is the most congested. During the AM peak period the North Hyde Road westbound approach to the junction is at capacity at 99.2% with a queue of 25 PCUs. During the PM peak period the North Hyde Road approach to the junction, both in the east and westbound directions, with a degree of saturation exceeding 90%.

The assessment shows that with development the above junction would be over its practical reserve capacity during both AM and PM peak periods in 2014 & 2024 with practical reserve capacity of -8.6% and -9.7% without development and -14.4% and 20.3% with development (excluding Asda development and Replacement scheme at the Old Vinyl Factory) in 2014 during AM & PM peak period, and -24.3% and -37.3% without development and -30.5% and 69.9% with development (excluding Asda development and Replacement scheme at the Old Vinyl Factory) in 2024 during AM & PM peak period.

The junction of North Hyde Road and Station Road is a key node within the overall road network of the Hayes area. The assessment shows that this junction is currently operating over its practical capacity in AM and with little practical reserve capacity in PM peak periods. The future traffic growth and committed developments in the surrounding area will have further adverse impact on this junction. The impact of proposed HPH4 and HPH5 major developments will have a considerable affect during both AM and PM peak periods on this already over saturated junction and triggers a strong need to carryout junction improvement works including signal works and physical improvements as shown on drawing no. 1615/02/05 Rev from Alan Baxter. The works will be required to be implemented at the same time as those that are to be carried out to this junction by the recently approved development at appeal for Asda Superstore with Petrol Station. Unless this is secured there is a real risk of creating a gridlock of traffic at this junction, resulting in significant adverse impact on both existing sites and future developments in Hayes and also resulting in adverse impact from transport economics viewpoint. The developer is proposing to increase the signal cycle times in order to relive some congestion, however this alone will not have a material impact on the capacity of the junction. The traffic modelling will need to be revised at the detail design stage to ensure that it is inline with the alterations to the layout and traffic signals at the North Hyde Road/Station Road junction subject to the outcome of the planning committee s decision. All costs including remodelling, detail design and implementation are to be bourne by the developer.

The Bulls Bridge Roundabout operates close to its capacity. During AM peak period, the most congested approaches are Parkway Southbound nearside approach showing 99% degree of saturation and Hayes Road Westbound approach showing a degree of saturation of 96% in Lane 3. During PM peak, some of the approaches exceed 90% degree of saturation. The most sensitive in terms of capacity is the Parkway Southbound approach, with degrees of saturation of 92% and 94% in the nearside lane and lane 2 respectively.

The traffic modelling shows that the impact on Bulls Bridge Roundabout as a result of the proposed HPH4 & HPH5 developments will not be severe. The roundabout is under TfL s jurisdiction and they have not raised any objection on the impact on the roundabout as a result of the proposed



developments in subject.

#### Access and Layout

The site can be accessed via three vehicular accesses. A swept path analysis has been carried out, which shows that the proposed layout is satisfactory for the type of the development.

The main car parking area is within the basement of the proposed office buildings accessed via two way ramps.

#### Parking

The Council's maximum car parking standards for B1 use are one space per 100 sqm. 70 car park spaces are proposed for HPH4 and 124 car parking spaces are proposed for HPH5. This results in an overall provision of 194 spaces for both sites. The average provision across the two sites is therefore one space per 107 sqm. There is however a multi-storey car park adjacent of the application site, which is within the applicant's control and is largely empty. On the basis of existing car parking standards, the car park would have ample spare capacity even if the other buildings on the estate were to be occupied in future. The spare parking capacity should form part of the parking availability considered for the development sites in subject. On this basis, the proposed parking provision is considered excessive.

20% of car parking spaces are proposed to be provided with electrical charging point with an additional 10% passive provision. The London Plan requires half of 20% spaces to be active and the other half being a passive provision for the future.

54 cycle park spaces are proposed for HPH4 and 94 cycle parking spaces are proposed for HPH5. The proposed cycle parking provision is considered acceptable.

#### Construction Traffic

A Construction Logistics Plan (CLP) should be secured by way of a planning condition or S106 Agreement.

#### Travel Plan

Full Travel Plans should be submitted, approved and implemented prior to occupation of the development. The travel plans should be included and managed in the form of a Master Travel plan for Hyde Park Hayes. This should be covered through a planning condition and/or S106 Agreement.

#### SUSTAINABILITY OFFICER:

##### Energy Comments

The scheme does not meet the London Plan target of reducing CO2 emissions by 25%. The energy assessment only demonstrates a 14% reduction in CO2 emissions.

The report also refers to a carbon fund which could help make up for the short fall through an agreement with the Council. This is in line with Policy 5.2(e) of the London Plan which states:

"The carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere."

This effectively refers to allowable offsite solutions. The Policy requires the shortfall to be addressed through the financial contribution. The contribution therefore has to be commensurate with the level of shortfall, and should provide the Council with a sum of money in that will allow them to take meaningful steps to reduce CO2 elsewhere.

The figure of £29/tonne is considered to be the reasonable sum of money to allow energy efficiency measures to be put into existing developments. The energy statement demonstrates there is a deficit of 34 tonnes of CO2 being saved on site. Therefore to make 34 tonnes CO2 over the lifetime of the development (60 years) at £29/tonne CO2 a contribution to the Council of £59,160 will be required.

This contribution will be spent on a series of Public Buildings within the area of the development site. On agreement, I will be happy to identify specific buildings and agree with yourselves. Once a formal commitment is included with the S106 my objection is lifted.

#### CASE OFFICER COMMENT:

##### Electric Charging Points

###### Condition

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

###### Reason

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan (July 2011).

##### Sustainable Water Consumption

The London Borough of Hillingdon is in a severely water stressed area along with much of the South East of England. As a consequence, planning policies have been developed to ensure greater consideration of minimising potable water use is given to new development. Universities have particularly high water demand and therefore the following condition should also be attached to any subsequent decision notice.

###### Condition

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

###### Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

#### URBAN DESIGN OFFICER:

COMMENTS: The development site previously contained an industrial building, but has recently been cleared. It does not lie within a designated area, nor is it close enough to any identified

heritage assets to have an impact on their setting. Its immediate setting includes a number of fairly large scale modern buildings of good quality design, within well landscaped, campus style, grounds.

CONCLUSION: Whilst the proposed building would mean the loss of some landscaping, overall it is of a good quality design, which would reflect the established style and scale of the existing buildings. A reduced, central landscaped space would remain. Where possible, the grassed areas adjacent to Dawley Road, including the roundabout, should be landscaped to provide an improved setting to the site. Improvements to the existing areas of hard landscape adjacent to these spaces should also be sought, e.g. improved surface materials and lighting. A condition should be attached to agree the details of the finishes of the external materials to the building and the hard landscaping surface materials.

#### FLOOD AND WATER MANAGEMENT OFFICER:

I have reviewed the Flood Risk assessment and following receipt of the revised documentation and calculation I am now satisfied the proposals are satisfactory, subject to a condition which can provide further design details prior to construction.

#### ENVIRONMENTAL PROTECTION UNIT - in respect of Air Quality

##### Travel Plans:

A Framework Travel Plan identify mitigation measures such as electric charging points and bicycle parking.

##### Planning obligations:

As the development is in and will cause increases in an area already suffering poor air quality the following Section 106 obligation for £12,500 should be sought for contribution to the air quality monitoring network in the area.

#### ENVIRONMENTAL PROTECTION UNIT - in respect of land contamination:

For the areas of the site covered by the 2 current applications plus HP6. We have previously commented on the Phase 1 report. The Phase 1 report recommended a site investigation (Phase 2 report) which was undertaken. There had been some previous site investigation around the sites in 2005 by Delta Simons and groundwater monitoring at the whole Safeway HQ site was undertaken prior to the phase 1 report. This data is considered in the phase 1 and phase 2 reports. There was groundwater contamination in the Delta Simons work, and this was further clarified by the SKM Enviros, 'SKME' monitoring of the Delta Simons boreholes and subsequent phase 2 investigation. This appears to be an issue for consideration.

The Phase 2 report follows on with a site investigation using trial pits and boreholes on all three areas, and figure 4 in the report shows the locations of the investigatory points on HP4-6. This shows the SKME locations and 4 old boreholes from the Delata Simons SI which surround the sites, HPH4-6.

Section 8 (Conclusions and Recommendations) gives the proposals for remediation by SKME for each area of the site.

Soil - As this is a commercial development the soil target levels for contamination reflect this. Lead and Cadmium were found to be elevated for the end use in the soil. On most of the site any heavy metals will be rendered innocuous by the hard standing. However it is confirmed that a clean capping of 300mm should be applied in areas of soft landscaping. Additionally in one area of HP5 some additional testing is recommended to clarify contaminant levels. This is advisable as there is

a fairly wide spacing between the boreholes and trial pits.

Gas (and Vapour) - Gas monitoring has been carried out on a sufficient number of occasions and no risk from methane or carbon dioxide has been found following consideration using the advice in the document, CIRIA 665. However from the current and previous investigations levels of volatile organics have been found in the groundwater particularly Trichlorethylene, 'TCE' and Vinylchloride, 'VC'. This evidence was obtained from monitoring tubes placed in the boreholes. At the area HPH5 mitigation measures are advised for the piles to prevent vapour ingress into the building and it is recommended that mitigation measures are considered at HPH4 and HPH6. I would agree with SKME that measures should be installed at all buildings as there seems to be elevated organics in the soil strata (clay particularly) and groundwater in the vicinity of the old Fairy Aircraft Engineering Works which stood here in the past. The report indicates the organics may be old chlorinated compounds used for processes such as metal degreasing in the old factory.

Water - There is a detailed consideration in Chapter 3 (Water Environment Risk Assessment) of the water issues. As indicated above there does appear to be elevated chlorinated solvents in the groundwater thought to be connected with the metal degreasers in the old aircraft works. The findings summarize the type of compounds present and the breakdown of some compounds to other chemicals as shown by the monitoring. This is not a human health matter apart from the volatile risk as explained above. The Environment Agency, 'EA' will wish to review this report due to the Lynch Hill gravels being present at this site. The elevated levels are confirmed outside of the site but the EA may require further groundwater monitoring to clarify the levels below HPH4-6.

Remediation Proposals - I would advise that the reports are comprehensive and will support the planning applications. The broad proposals for remediation are given in Chapter 8 Conclusions and Recommendations and are justified in the report. These will need to be incorporated in a remediation strategy for the site. The strategy will need to take into account the soil, gas and the controlled waters issues mentioned above. A watching brief will be needed when all the floor slabs are excavated after building demolitions.

Conclusion- No objection subject to the following worded condition:-

"i) All recommendations for remedial measures identified in the submitted Phase 1 and Phase 2 Contaminated Land Investigations to make the site suitable for the proposed use should be acted upon.

(ii) The development hereby permitted shall not commence until a written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement

iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(vi) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### TRAVEL PLAN OFFICER:

Overall, the travel plan documents are general good with mainly minor updates / clarifications required. The main weaknesses relate to baseline mode share for the site, the lack of information on delivery and servicing which will be associated with the site, and details on the exact budget set for the Travel Plan for its future monitoring purpose and updating.

A large list of travel reduction measures are outlined within the travel plan. Some further measures could be beneficial to the plan. These measures are detailed below:

#### Walking and Cycling

- The site may benefit from the introduction of Legible London signage in particular way markers showing the route to and from the station.
- Future tenants operating an interest free loan scheme for individual employees to purchase bicycles.

#### Public Transport

- Offering staff the chance to apply for season ticket loans.
- Pool Oyster cards for undertaking any business trips which are required.

#### Car Use

- Allocation of some of the parking bays as car sharing bays. These would be premium spaces close to access points.
- Pool car(s) for business trips. These could potentially be electric or hybrid vehicles.
- Electric Vehicle charging points.

#### Conclusion:

The draft Travel Plan at this stage is considered acceptable subject to receipt of further details that can be addressed within the final version of the Travel Plan, that will form part of the s106 agreement for the scheme. The Heads of Terms in respect of the Travel Plan of the draft s106 has been agreed with the applicant.

#### LANDSCAPE OFFICER:

#### Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The application involves the removal of a number of specimen Birch trees which formed part of the temporary landscape layout within the centre of the site. One of the four rows of Swedish Birch growing in large containers will also be removed in order to improve the pedestrian flow and movement across the paved courtyard. Three rows of the containers will remain. This tree strategy is justified and necessary and the essential quality of the space will be retained.

- The polished dark granite cube furniture will also be re-sited for re-use within the adjusted landscape layout of the courtyard.
- The landscape masterplans submitted in the Design & Access Statement indicate new tree planting around the three roadside edges albeit the space and opportunities for new tree planting are limited.
- The application has been subject to constructive post-application discussions during the course of which the plans have been amended. Some of the proposed surface level parking has been removed and additional tree planting and soft landscape provided around the perimeter of the building. It is considered that these amendments will make a significant contribution to the setting of the building and the appearance and environmental quality of the site.
- A S.106 agreement is in preparation to secure significant landscape enhancements to the public realm including the Dawley Road roundabout and adjacent verges which will significantly enhance the main entrance to the site and benefit road users and local residents. The landscape layout and details will be co-ordinated with a separate (Council-led) scheme to improve local cycle routes.

**Recommendation:**

No objection, subject to the above considerations and conditions COM6, COM7, COM8, COM9 (parts 1, 2, 4, 5 and 6), COM10 and the details to be agreed and implemented through the section 106 agreement.

**PLANNING OBLIGATIONS OFFICER:**

In line with Planning Policy, the Planning Obligations SPD and Reg 122 the planning obligations deemed necessary as a result of this proposal are:

1. Construction Training: An in-kind scheme delivered during the construction phase of the development, with the scheme to be submitted to and approved prior to the commencement of the development.
2. Employment Strategy: Prior to occupation of the development an employment strategy is to be prepared and agreed in writing with the council, demonstrating how local people will be given access to job opportunities on the site.
3. Public Realm: Prior to the commencement of either HPH 4 or HPH5, whichever comes first, a scheme shall be submitted to and approved in writing by the council addressing improvements to the public realm within the vicinity of the site. As a minimum the scheme shall address landscaping improvements to the land immediately adjacent to the site and the roundabout.
4. Carbon Off-Setting: A financial contribution in the sum of £59,160 is to be secured.
5. Air Quality: A financial contribution in the sum of £12,500 is to be secured.
6. Travel Plan: A Travel Plan is to be prepared to TfL guidelines and adhered to for the life of the development.
7. Highways: A s278/38 agreement is required to be entered into to address all highways works as required by the Council's highways engineer.
8. Pedestrian Environment Review (PERs): A pedestrian environment review shall be undertaken and any works identified as part of this review shall be undertaken by the applicant.



9. Project Management and Monitoring Fee: a financial contribution in the sum of 5% of the total cash contributions is to be secured.

10. Crossrail Contribution: Under the operative Crossrail SPG the sum of £416,400 is required to be made. In the event that this payment is less than that of the Mayoral CIL then no payment is due under this obligation.

ACCESS OFFICER:

No objection subject to adherence to agreed plans and documentation dealt with by planning condition.

WASTE OFFICER:

No objection, satisfied the provision complies with Council's waste and recycling provision standards.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The principle of the re-development of the building plot identified as Hyde Park Hayes 5 and of the wider former Safeway's headquarters site into a business park with office space (B1 (a) Use Class) has already been established with the previous full and outline approvals (Refs 45753/APP/C/92/0773 and 45753/APP/2008/481). The proposed scale of the development in terms of height, footprint, massing and total floor area of office space is comparable to these previously agreed schemes.

The redevelopment of the site as a office business park that is attractive for new businesses compatible with the Council's policies for regenerating this part of the Hayes West Drayton Corridor, London Plan Policy 2.13 for the Heathrow Opportunity Area, and consistent with the 2011 LBH Local Economic Assessment that details the socio-economic issues of deprivation affecting Hayes and the need for new investment and job opportunities.

### **7.02 Density of the proposed development**

Density not applicable consideration as not a residential scheme.

### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

Not applicable as site is not located in or within close proximity of a conservation area, area of special local character or area of archaeological interest.

### **7.04 Airport safeguarding**

The relevant authorities have been consulted and confirmed the scheme presents no adverse airport or air traffic safety implications.

### **7.05 Impact on the green belt**

The relevant authorities have been consulted and confirmed the scheme presents no adverse airport or air traffic safety implications.

### **7.07 Impact on the character & appearance of the area**

Policy BE13 of the UDP highlights the importance of designing new development to harmonise with the existing street scene, while Policy BE25 of the UDP states that the Local Planning Authority will seek to ensure modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate it will seek improved vehicular and pedestrian access and circulation routes through the area, and environmental improvements.

The development will be seen in the context of a mixture of buildings of various styles, and heights. The proposed office building will be located within close proximity to the existing office buildings located within the wider Hyde Park development, which are identified as HPH1, HPH2, and HPH3 office buildings and HPH4 which is a separate application for office block also before this committee.

HPH1 comprises 4 storeys in height and provides for a floor area of 8,640sq.m in area; HPH2 measures 3 storeys in height and provides for a floor area comprising 6,285sq.m, while the largest office building on site, HPH3, measures 7 storeys in height and comprises a floor area of 5,130sq.m. All of these buildings are located within the immediate vicinity of the site and forms part of the visual context within which the proposed development will be set against. Further to the north, the scheme will be viewed against the 7 storey London Gate office developments located on the north side of the overland rail network.

The scheme would bring about the completion of the landscape plaza framed by HPH5 to the south, the existing HPH2 to the north and by HPH4 to the east and largely fulfils the applicant's ambition to create a semi green parkland type business park. It is considered the building will create a harmonious relationship to the adjacent buildings, and to the wider built context. From an urban design point of view, there are no objections to the appearance of the building in terms of elevational treatment or the choice of materials. The layout of the development is rational and functional when set in the context of these existing office buildings. Furthermore, the bulk of the building at five storeys will be seen in the context of buildings of similar size and mass.

Overall, the proposed office building is considered appropriate both in terms of its siting and massing and accords with Policies BE13 and BE25 and will contribute positively to the Hyde Park campus.

#### **7.08 Impact on neighbours**

Policies BE20 and BE21 seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

The development is located within a business park. The building would be separated from residential properties by roads and other large buildings. The building which have a maximum height of 23 metres and would be separated from the residential properties by 52m at their closest point. Between the nearest residential dwelling and the proposed buildings is a warehouse building. This separation distance and arrangement of proposed and existing retained buildings is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of dominance or loss of light.

Policy BE24 seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The building would be set 52m from the nearest residential property. Given this distance the scheme would not have any adverse impacts by way of loss of privacy.

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Saved Policies of the Unitary Development Plan.

#### **7.09 Living conditions for future occupiers**

The building would be accessible for disabled persons and provide high quality office accommodation.

## **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The site has a Public Transport Accessibility Level value of 3. However parts of the wider blue line site have a PTAL value of 4, as this is located closer to the Hayes Town Centre and is within 9 - 10 minutes walk of the Hayes and Harlington Rail Station and Hayes Bus Station. The rail station will be upgraded and serve as a Crossrail Station from 2018.

The applicant submitted a detailed transportation assessment and a travel plan which addresses highways, car parking and cycle parking matters and measures contained within a legal agreement to reduce vehicle trip generation from the site. The Transport Assessment submitted followed extensive pre-applications discussions with the Council's principal Highway Engineer. The traffic assessment undertaken conforms with the technical parameters sought during pre-application discussions with the Highway Engineer and involved extensive traffic modelling on the surrounding road network and the major road junctions. The Transport Assessment includes a robust assessment of future trip generation from other committed schemes in Hayes, plus the ASDA site that is adjacent to Hyde Park Hayes business park and was recently granted permission on Appeal, plus full traffic modelling of the impact of the current application that is before this Planning Committee for the Old Vinyl Factory site.

Saved UDP Policy AM7 states -

"The local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic.

The local planning authority will not grant permission for developments whose traffic generation is likely to:

(i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or

(ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety."

Relevant to consideration of Policy AM7 the transport assessment identifies the main junction on the surrounding road network that impacts on the free flow of traffic in the area as arising from the Station Road/North Hyde Road traffic light junction that operate beyond capacity.

The Transport Assessment identifies that the pressure on this junction will continue and would be substantially amplified by the committed developments in the locality and from other uncommitted developments (ASDA, Old Vinyl Factory and Hyde Park Hayes 4 & 5 schemes) were all these scheme simultaneously to happen without changes to the signalling and civic works to the Station Road/North Hyde Road modification. The Transport Assessment shows Hyde Park Hayes 4 and Hyde Park Hayes taken collectively would generate trips at peak hours at this junction. Mitigation works are required and which will be secured by way of a legal agreement.

Against a context of the significant strategic economic benefits of the scheme, an assurance of improvements to Hyde Park Road/Station Road junction (secured by planning obligations) and given the scheme will not have a detrimental impact upon any

road or junctions within the London Strategic Road Network the scheme it is considered the scheme is consistent with Policy AM7 of the Saved policies of the Unitary Development Plan. This view is shared by the highway Engineer. Transport for London raised no objection to the scheme on highway impact grounds to the surrounding road network subject to clarification of the method of traffic modelling; these assurances/clarifications on the modelling have been provided and are understood to be accepted by Transport for London Borough of Hillingdon.

With respect to parking, the Council's parking standards (Annex 1, UDP Saved Policies) seek a maximum of one space per 100m<sup>2</sup> of B1 office use and is based on the gross floor area of the building. Car parking to accommodate mobility impaired is provided and whilst slightly below the 10% standard the Access Officer has reviewed the scheme and considers the provision is adequate in the context of the development site and given the total number of disabled car parking bays provided across the Hyde Park Hayes business park taken as a whole.

With regards to cycle parking, according to the Council's Parking Standards (Annex 1, UDP Saved Policies), a minimum of one cycle space is required per 50m<sup>2</sup> of the proposed office building. The scheme will be supported by 280 secure bicycle spaces, which are allocated within the basement..

The refuse and recycling area will be integral to the building and located on the ground floor. In terms of access, level access from the street is achieved off Millington Road.

Overall, subject to the completion of the legal agreement containing details of the cascading mechanism for highway improvement works no objections are raised on highway/traffic grounds.

#### **7.11 Urban design, access and security**

SECURITY:

The relative simplicity of the proposed external built form with its basic square form on ground plan, alongside the legibility and coherence of the external paths, surface parking and plaza spaces lends the site and the scheme to a high level of natural surveillance of the site by occupants of the building and the wider campus.

The landscape scheme submitted provides details of the external lighting and continues the approach taken with the existing external lighting on the wider site. The applicant has confirmed there will be a comprehensive network of CCTV provision including provision within the basement car park and the CCTV will adhere with the best practice principles of Secure by Design. Accordingly the scheme and the details submitted are considered to be consistent with the Council's duty under section 17 of the Crime and Disorder Act 1998 the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

URBAN DESIGN & ACCESS: These issues are dealt with in section 7.07 of the report.

#### **7.12 Disabled access**

Following early engagement by the Council's Access Officer in the development of the scheme extensive details have been detailed within the application of measure to ensure the sought scheme is designed to meet the needs of people with disabilities including: adequate surface car parking provision for people with disabilities within a reasonable distance of the building entrance; a pass door next to the main revolving door, appropriate

choice of materials for the pathways, DDA compliant lifts within the building. Accordingly the scheme is considered consistent with Saved Policies AM13 and AM15 of the Unitary Development Plan Saved Policies (September 2007), in respect of meeting the future needs of people with disabilities.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this application for office development.

#### **7.14 Trees, landscaping and Ecology**

The Hyde Park Hayes Business Park benefits from an existing landscape scheme that has been well executed and maintained to an exemplary standard which to date has done much to improve the visual appearance of this former industrial estate.

The proposed landscaping scheme for this scheme consists of three basic elements:-

Firstly, by providing a distinct green landscape buffer between the building itself and Millington Road that borders the proposed development building on its south, east and western frontages.

Secondly by completing in its final form the landscape plaza set immediately to the north of the building. The plaza is designed as a central focus of the business park as a whole and as such would serve as a shared outdoor space for staff working at Hyde Park to enjoy their lunchtime (when the weather allows).

Thirdly, for an extensive programme of landscape improvements, subject to a Section 106 planning obligation, to Dawley Road and the piece of open land immediately to the west of Dawley Road and to the south west of Dawley Road.

The Trees and Landscape officer has been involved in extensive discussion with the applicant's landscape consultants and considers both the off site public realm landscaping works and the landscaping masterplan proposed within the red line will enhance the quality of the local environment and further strengthen the ambition to provide a verdant quality to the business park and an attractive entrance to the site from the Dawley Road roundabout. The scheme is therefore considered to be in accordance with Policy BE38 of the Unitary Development Plan Saved Policies (September 2007).

#### **7.15 Sustainable waste management**

The waste storage and collection arrangements are considered acceptable.

#### **7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (July 2011) sets a target for an office development of this scale a 25% improvement reduction in CO2 emissions measured against current 2010 Building Control Regulations and this reduction should be achieved on-site.

The application is supported by an Energy Assessment. The assessment details a series of energy saving measures including provision of some PV panels on the flat roof and the applicant has agreed to further measures with potential energy saving potential following receipt of the comments on the scheme from the Mayor of London including a commitment to ensure that the development is designed to allow future connection to a district heating system and the site's heating will be sourced in the meantime come from a single energy centre location in the basement.

Notwithstanding the measures proposed the scheme will not reduce enough carbon. To address this shortfall the applicant has agreed to enter into a legal agreement to contribute towards a carbon fund which could help make up for the short fall through an



agreement with the Council. This is in line with Policy 5.2(e) of the London Plan which states "The carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere."

The carbon fund financial contribution agreed is in line with the agreed Mayor's set formula and commensurate with the level of shortfall. In light of this legal the scheme complies with the London Plan Policy 5.2 on energy reduction.

#### **7.17 Flooding or Drainage Issues**

The application is not located within a zone at risk of flooding, however due to the size of the development it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding. The application provides details of a series of measures to reduce water run off, including sub-surface storage and a hydrobrake to limit discharge. Both the Council's Flood Risk and Water Management Officer are satisfied the details submitted if implemented as detailed will comply with the requirements of Policies 5.12 and 5.13 of the London Plan (July 2011).

The application has provided details of existing and proposed site drainage arrangements and contains engineering works that would be undertaken to reduce water run off in accordance with the principle of sustainable urban drainage including measures to capture water run off in subsurface storage beneath the surface car parks areas and a hydrobrake to limit discharge. The Council's Flood and Water Management Officer and the Environment Agency are satisfied with the details submitted and the necessary compliance with Policies 5.12 and 5.13 of the London Plan.

#### **7.18 Noise or Air Quality Issues**

AIR QUALITY:

The proposed development is within the declared Air Quality Management Area in an area that currently appears to be exceeding the European Union limit value for annual mean nitrogen dioxide. The air quality assessment indicates all except one of the identified receptors (located within the development site) will continue to exceed the EU limit annual mean of 40-g/m<sup>3</sup> both with and without the development.

The application is accompanied by a detailed Air Quality Assessment. In addition a detailed Travel Plan is submitted with measures to curb vehicular trips and encourage trips by public transport.

The Council's Environmental Protection Unit have reviewed the document in detail and raise no objection to the development on air quality grounds subject to:

- (a) planning obligations being secured by way of a legal agreement towards air quality monitoring;
- (b) The compliance of the scheme with a robust Travel Plan [dealt with by the section 106 agreement];

NOISE:

Policies OE1 seek to ensure that new developments are not granted that result in significant increased levels of noise in an area and where their impacts can not be mitigated within acceptable levels.

The scheme is for an office use (B1 (a) Use Class) and would be located within a new



purpose built building situated within a campus setting located well away from any neighbouring residential properties accordingly the scheme is not considered to raise any noise amenity issues.

#### **7.19 Comments on Public Consultations**

No written comments received following from the public consultation exercise.

#### **7.20 Planning obligations**

The planning obligations deemed necessary as a result of this proposal are:

1. Construction Training: An in-kind scheme delivered during the construction phase of the development, with the scheme to be submitted to and approved prior to the commencement of the development.

2. Employment Strategy: Prior to occupation of the development an employment strategy is to be prepared and agreed in writing with the council, demonstrating how local people will be given access to job opportunities on the site.

3. Public Realm: Prior to the commencement of either HPH 4 or HPH5, whichever comes first, a scheme shall be submitted to and approved in writing by the council addressing improvements to the public realm within the vicinity of the site. As a minimum the scheme shall address landscaping improvements to the land immediately adjacent to the site and the roundabout.

4. Carbon Off-Setting: A financial contribution in the sum of £59,160 is to be secured.

5. Air Quality: A financial contribution in the sum of £12,500 is to be secured.

6. Travel Plan: A Travel Plan is to be prepared to TfL guidelines and adhered to for the life of the development.

7. Highways: A s278/38 agreement is required to be entered into to address all highways works as required by the Council's highways engineer.

8. Pedestrian Environment Review (PERs): A pedestrian environment review shall be undertaken and any works identified as part of this review shall be undertaken by the applicant.

9. Project Management and Monitoring Fee: a financial contribution in the sum of 5% of the total cash contributions is to be secured.

10. Crossrail Contribution: Under the operative Crossrail SPG the sum of £416,400 is required to be made, in the event that this sum is in excess of the payment required under the Mayoral Community Infrastructure Levy (CIL). In the event that this payment is less than that of the Mayoral CIL then no payment is due under this obligation.

#### **7.21 Expediency of enforcement action**

Not applicable.

#### **7.22 Other Issues**

None.

#### **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning

legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

## **9. Observations of the Director of Finance**

## **10. CONCLUSION**

In respect to the principle of the development the intended use for the site as office space was established with the previous outline and full approval for the site. The scheme forms part of a wider redevelopment project the owners have for the wider site to complete establish a premier business park designed to attract new hi tech business companies. Towards this end the quality of the scheme and the external landscaping on the site and its immediate surroundings is seen as central.

The scheme together with the 'sister' B1(a) office scheme (identified as Hyde Park Hayes 4) will consolidate the Hyde Park Hayes business estate as a significant and attractive new business park for Hayes. The land use is consistent with Policies SO14, SO23 and S2 of Part 1 of the Hillingdon Local Plan that s objective is to regenerate the Hayes West Drayton Corridor and form part of the Mayor's wider geographic Heathrow Opportunity Area. As the GLA comments on the application underline, the scheme will provide a strategic opportunity for the scheme to develop and promote a site for the new outer London office market that is consistent with London Plan Policies 2.6, 2.7 and 2.8. It is site accessible by public transport and this factor will be further strengthened with the arrival of the Crossrail Station to Hayes from 2018.

Furthermore the scheme provides an opportunity to create emerging economic synergies, with other major regeneration schemes for the area which is consistent with the objective of London Plan Policy 2.7 and to provide a major employment opportunity site for new office based industries for Hayes to mitigate against the previous loss of large

manufacturing industries in the area that once formed the bedrock of the local economy.

The building is of an attractive design that will a harmonious and sympathetic relationship to the adjacent development located in the Hyde Park campus, and to the wider built context consistent with Policy BE13, BE19 and BE25 of the Saved Policies of the UDP and BE1 of Part 1 of the Hillingdon Local Plan. The scheme also is also accompanied by a well considered and attractive landscaping scheme for the Dawley Road roundabout and the open land lying to the south west of the roundabout that would enhance this gateway to Hayes and thereby the scheme is consistent with Saved UP Policy BE38.

There are no highways objections to the scheme, subject to the changes to signalling and civil works (that would provide for additional vehicle lanes) at the junction of Hyde Pak Road and Station Road junction being implemented prior to the occupation of this development, and the implementation of a Travel Plan. These matters are both dealt with within the draft s106 legal agreement.

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread. For decision-taking this means approving development proposals that accord with the development plan without delay; and granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".

Set against this national planning policy backdrop the traffic impact of the scheme is not considered to provides a sustainable reason of refusal.

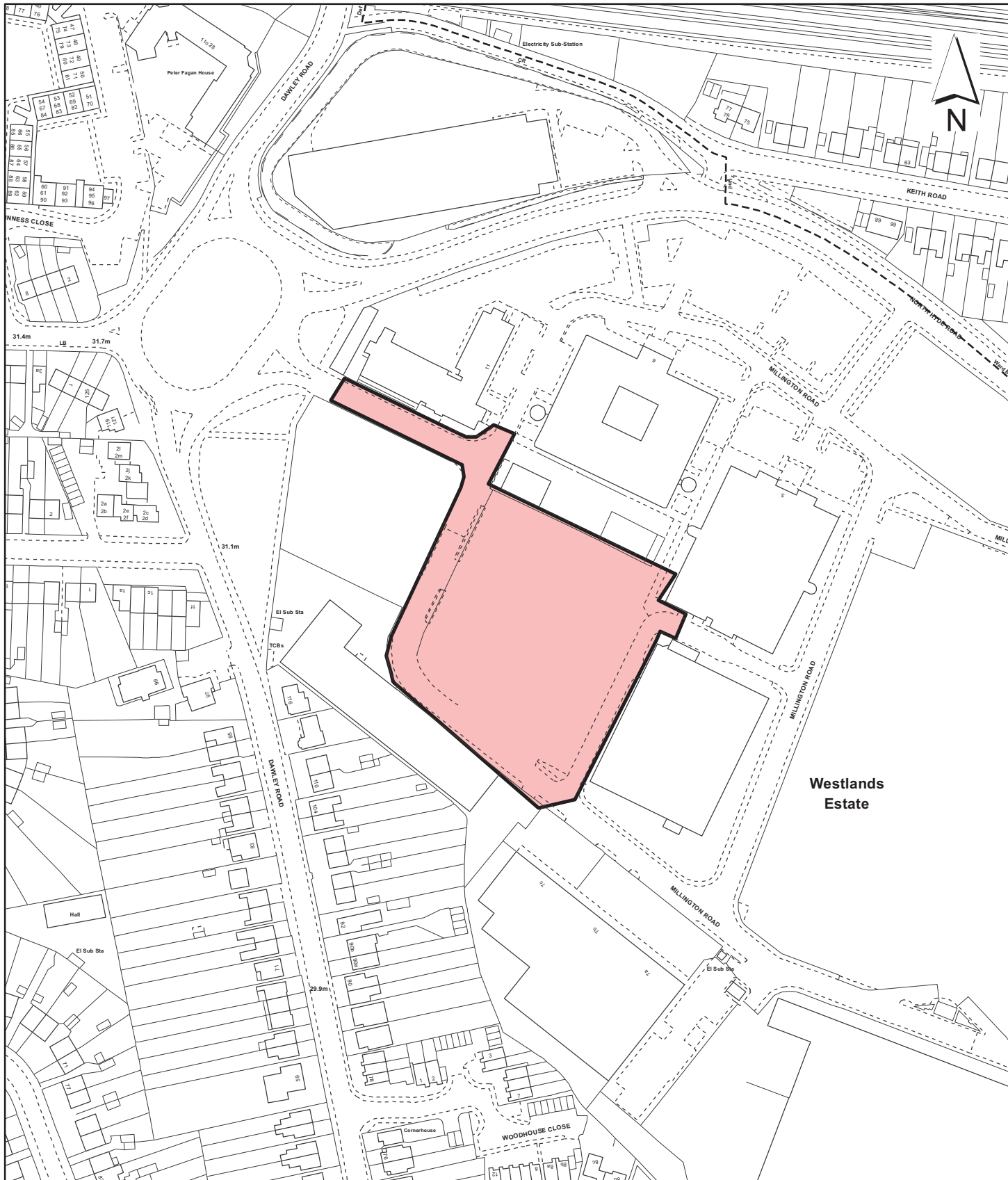
In conclusion the scheme is considered consistent with the relevant local, London and national planning policy and is recommended for approval subject to the necessary planning conditions and completion of the s106 legal agreement.

## 11. Reference Documents

Saved Policies of the Hillingdon Unitary Development Plan (September 2007)  
2011 London Borough of Hillingdon's Local Economic Assessment  
Hillingdon Local Plan: Part 1 (November 2012)  
London Plan (July 2011)  
Mayor's Industrial Capacity SPG 2008  
Revised Early Minor Alterations to the London Plan (June 2012)  
National Planning Policy Framework (March 2012)

**Contact Officer:** Gareth Gwynne

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Hyde Park Hayes 5  
Millington Road  
Hayes**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111

Planning Application Ref:  
**45753/APP/2012/2029**

Scale  
**1:2,000**

Planning Committee  
**Central and South**

Date  
**November  
2012**



**HILLINGDON**  
LONDON

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## Report of the Head of Planning & Enforcement Services

**Address** NORWICH UNION HOUSE 1-3 BAKERS ROAD UXBRIDGE

**Development:** Redevelopment of Norwich Union House to erect a 9 storey building comprising retail floorspace at ground floor level and 8 storeys of residential units (37 units) with associated gym, access and parking arrangements.

**LBH Ref Nos:** 8218/APP/2011/1853

**Drawing Nos:** 1222-123P  
1222-126K  
1222-121P  
1222-120B  
1222-127J  
1222-128J  
1222-130L  
1222-131L  
Planning Statement Addendum  
Design & Access Statement Addendum dated 15/11/2012  
Code For Sustainable Homes pre-assment  
Noise Assessment  
Air Quality Assessment  
Ground Investigation Report  
Statement of Community Involvement  
Refuse Strategy  
Daylight & Sunlight Addendum  
Manufacturers Deatils of Colt Eclipse Privacy Screens

<b>Date Plans Received:</b>	25/07/2011	<b>Date(s) of Amendment(s):</b>	10/10/2012
<b>Date Application Valid:</b>	17/11/2011		05/09/2012
			20/09/2011

### 1. SUMMARY

Planning permission is sought for the erection of a 9 storey block to provide 37 residential units, comprising 8 one bedroom (including 6 wheelchair units), 28 two bedroom and 1 three bedroom, together with 245sq m of retail floor space at ground level, a 135sq m gym, associated parking and landscaping, involving demolition of existing buildings. The proposal includes parking for a van and a disabled parking bay, 37 secure cycle spaces and bin stores.

On balance, the proposed scheme is considered to be of an acceptable design which would be compatible within the local context and result in an adequate standard of amenity for future occupiers.

The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers and would on balance provide acceptable residential amenity for the benefit of future occupiers.

Accordingly, the application is recommended for approval, subject to conditions and planning obligations

### 2. RECOMMENDATION



**A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:**

- i. An affordable housing payment in the sum of £141,729.60.**
- ii. An Education contribution in the sum of £109,190**
- iii. A Health Facilities contribution in the sum of £14,716.23**
- iv. A Community Facilities contribution in the sum of £20,000**
- v. A Public Realm/ Recreation Open Space contribution in the sum of £50,000**
- vi. A Libraries contribution in the sum of £1,562.16**
- vii. A Construction Training scheme delivered during the construction phase of the development or a financial contribution in the sum of £29,074.85**
- viii. No parking permits to be granted to the residents of the development**
- ix. A Project Management and Monitoring fee equal to 5% of the total cash contributions (at this time and inclusive of construction training £11,227.16)**
- x. A s278/38 agreement to be entered into to address any and all highways works are directed by the Council's highways engineer.**
- xi. A Refuse Management Plan detailing how the refuse collection via a private operator is to occur.**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278 Agreements and any abortive work as a result of the agreement not being completed.**

**C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.**

**D) If the Legal Agreement/s have not been finalised within 3 months, delegated authority be given to the Head of Planning, Sport and Green Spaces to refuse planning permission for the following reason:**

**'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of education, housing, construction and employment training facilities and off site highways works). The proposal therefore conflicts with Policy AM2, AM7 and R17 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.'**

**E) That subject to the above, the application be deferred for determination by the Head of Planning, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.**

**F) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning, Sport and Green Spaces prior to issuing the decision:**

**1 COM3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years

from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

1222-123P  
1222-126K  
1222-121P  
1222-120B  
1222-127J  
1222-128J  
1222-130L  
1222-131L

and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

**3 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 NONSC Non Standard Condition**

No development shall take place until details of the internal sliding privacy screens have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details.

Details shall include information relating to design, make, product/type, colour and photographs/images.

**REASON**

To ensure that the development presents a satisfactory appearance and to ensure adequate privacy for future residents in accordance with Policies BE13, BE24 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 COM6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 RES15 Sustainable Water Management (changed from SUDS)**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

**REASON**

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 5.12.

**7 RES16 Code for Sustainable Homes**

The dwelling(s) shall achieve Level 4 of the Code for Sustainable Homes. No development shall commence until a signed design stage certificate confirming this level has been received. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

**REASON**

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3.

**8 RES17 Sound Insulation**

Development shall not begin until a scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

**9 RES18 Lifetime Homes/Wheelchair Units**

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 16% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

**10 RES24 Secured by Design**

The dwellings shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

**11 RES26 Contaminated Land**

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **12 NONSC Rainwater Harvesting**

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

#### REASON

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

### **13 NONSC Energy Assessment**

Prior to the commencement of a development, an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include:

- i) the calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately.
- ii) proposals to reduce carbon dioxide emissions through the energy efficient design of the site, buildings and services
- iii) proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP)
- iv) proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies.

The assessment shall demonstrate that the measures proposed to meet steps 2 -3 above will reduce the CO2 emissions by a minimum of 25% from all parts of the development. The development shall then proceed in accordance with the approved assessment.

#### REASON

To ensure the development reduces its impact on climate change in accordance with Policy 5.2 of the London Plan (July 2011).

**14 NONSC Air pollution**

Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution shall be submitted and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

**REASON**

To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**15 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a parking management and allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

**REASON**

To ensure the scheme is managed in a way that prevents adverse impact on surrounding occupiers and the highway network and to accord with Policies BE19 and AM7 of the adopted Hillingdon Unitary Development Plan and the Council's Planning Obligations Supplementary Planning Document.

**16 RES9 Landscaping Management Plan**

No development shall take place until a landscape scheme for the roof terrace has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Other structures (such as play equipment and furniture)
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

**REASON**

To ensure that the proposed development will preserve and enhance the visual



amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan.

**17 NONSC Restriction of Gym use**

The gymnasium shall be solely for the use by residents of the flats hereby approved, and shall not be operated as an independent business use.

REASON: To ensure that the parking provision is satisfactorily in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

**18 NONSC Non Standard Condition**

Prior to commencement of development, details of a Delivery and Servicing Plan for the retail, gymnasium and residential units shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as development is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON: To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**19 NONSC Construction & Demolition Logistics Plan**

Prior to development commencing, the applicant shall submit a demolition and construction logistics plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (ii) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (iii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**20 COM23 Hours of Use (retail)**

The retail premises hereby approved at ground floor level shall not be open for customers outside the following hours: -  
[0800 to 2300], Mondays - Fridays  
[0800 to 2300] Saturdays  
[1000 to 1800] Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.

## INFORMATIVES

### 1 152 **Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

### 2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE12	Energy conservation and new development
OE13	Recycling facilities in major developments and other appropriate sites
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
S1	New retail development within the shopping hierarchy
S3	Increasing the attractiveness of town centres
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street

	furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

### **3            115            Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

### **4            12            Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

### **5            124            Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

### **6            147            Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public

footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

#### **7            I60            Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

#### **8            I25            Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

#### **9            I49            Secured by Design**

The Council has identified the specific security needs of the application site. You are advised to submit details to overcome the specified security needs in order to comply with condition 10 of this planning permission.

(Please Note: This Informative must accompany Condition OM14).

### **3.        CONSIDERATIONS**

#### **3.1      Site and Locality**

The proposed scheme relates to a three storey commercial property located on Bakers Road in Uxbridge Town Centre. The building contains three retail units (195sq metres of retail floor space) at ground floor level and 300sq metres of B1 Office space at 1st and 2nd floor levels. The site adjoins the Old Uxbridge and Windsor Street Conservation Areas as well as an Archaeological Priority Area. The three storey building is located to the front of the site with a car park to the rear, which is accessed through a stud road to the northwest of the site.

#### **3.2      Proposed Scheme**

The proposal is to demolish the existing mixed use retail and B1 office building and to erect a 9 storey mixed use development consisting of 368.5sq metres of retail floor space at ground floor level and 39 residential units over 8 floors. The unit mix would consist of 4 x 1 bed and 34 x 2 bed flats and 1 x 3 bed flats. The flats would be provided in a single block with amenity space being provided by way of balconies to each flat.

#### **3.3      Relevant Planning History**

##### **Comment on Relevant Planning History**

There is no relevant planning history relating to this site.

#### 4. Planning Policies and Standards

##### UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.18 To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough. Replaced by PT1.H2 (2012)
- PT1.19 To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of Town or Local Centres. Replaced by PT1.E5 (2012)
- PT1.28 To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps. Replaced with PT1.E5, PT1.CI1, PT1.CI2 & PT1.CI3 (2012)
- PT1.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport. Replaced by PT1.T1 (2012)
- PT1.34 To maintain the road hierarchy set out in this Plan and accordingly seek to segregate different types of traffic by the function of the various tiers of the hierarchy through traffic management schemes, road signing and planning control over development and redevelopment schemes.
- PT1.35 To accord priority to pedestrians in the design and implementation of road construction and traffic management schemes, and to seek to provide a network or cycle routes through the Borough to promote safer cycling and better conditions for cyclists.
- PT1.36 In consultation with public transport operators to improve facilities at bus and rail interchanges and in consultation with LT and bus operators to promote traffic management measures which give priority to buses. Replaced by PT1.T2 and PT1.T3 (2012)
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.
- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.E4 (2012) Uxbridge
- PT1.E5 (2012) Town and Local Centres

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.H1 (2012) Housing Growth

PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- BE14 Development of sites in isolation
- BE18 Design considerations - pedestrian security and safety
- BE26 Town centres - design, layout and landscaping of new buildings
- BE28 Shop fronts - design and materials
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE4 New development within or on the fringes of conservation areas
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE12 Energy conservation and new development
- OE13 Recycling facilities in major developments and other appropriate sites
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE4 New or improved roads or railways - mitigation measures
- OE5 Siting of noise-sensitive developments
- S1 New retail development within the shopping hierarchy
- S3 Increasing the attractiveness of town centres
- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
(i) Dial-a-ride and mobility bus services  
(ii) Shopmobility schemes  
(iii) Convenient parking spaces  
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.



AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

**5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **11th October 2011**

**5.2** Site Notice Expiry Date:- Not applicable

19th October 2011

## 6. Consultations

### External Consultees

A total of 41 neighbouring occupiers were consulted. 2 letters of objection were received from the owners of the the Aviva Building (currently occupied by Herbalife and Allied Irish Bank) which bounds the site to the north west and from a representative of the owners of the land immediately opposite the proposal site. Issues raised include:

1. Daylight/Sunlight
2. Over shading
3. Deliverability of the scheme - it would prejudice any future expansion of neighbouring sites.

OFFICER NOTE: Daylight/Sunlight and overshadowing issues have been addressed within the report. The scheme has been amended sufficiently to, on balance, overcome these concerns. It is also considered that the proposed scheme would not significantly prejudice any future development of the neighbouring sites.

MOD SAFEGUARDING - RAF NORTHOLT  
No objection.

THAMES WATER  
No objection.

### Internal Consultees

#### ENVIRONMENTAL PROTECTION UNIT

##### Air Quality

##### Condition 1: Ingress of Polluted Air

Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution shall be submitted and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

REASON: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: In areas where there the air pollution levels are above, or close to, the national and European limits, this is designed to safeguard the future residents/users of the site from the ingress of the poor outdoor air quality. The design must take into account climate change pollutants and ensure there are no trade-offs between local and global pollutant emissions. Suitable ventilation systems will need to: take air from a clean location or treat the air and remove pollutants; designed to minimise energy usage; be sufficient to prevent summer overheating; have robust arrangements for maintenance.

##### Energy Proposals

Biomass or CHP have not been proposed at the site. Therefore we have no comments with regard to air quality from this source.

## Soil Contamination

There is a desk top study for the application site. The former site uses have not been specifically identified in the document, but a number of small buildings are shown at the site which may have been part of a Goods Yard. The current buildings (1-3 Baker Road) and the car parking area appear to have been there since about 1962.

The report recommends intrusive ground investigations as part of the geotechnical investigation to identify possible contamination issues on site. We would recommend including the following condition on any permission given to ensure potential contamination issues are investigated and remediated where necessary.

### AMENDED EPU L1 Site survey and remediation scheme

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminates from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

Any imported material i.e. soil and site won soil shall be tested for contamination levels therein to the satisfaction of the Council.

### REASON

To ensure that the occupants and users of the development are not subject to any risks from contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Note: The Environmental Protection Unit (EPU) must be consulted at each stage for their advice when using this condition. Supplementary Planning Guidance on Land Contamination provides some general guidance on the information required to satisfy the condition. The Environment Agency, EA, should be consulted when using this condition. Contaminates may be present in the soil, water (ground/surface) and gas within the land or exist on the surface of the land.

## URBAN DESIGN & CONSERVATION

This is a very tight site, surrounded by the Travel Lodge, the Herbalife Building, the Bus Station, and the buildings fronting Uxbridge High Street. The scheme proposes total site coverage on the upper floors, with an overhang on the front elevation. Whilst it is considered that the upper floors would be likely to appear top heavy in elevation, it is conceded that the site would not readily permit views of the whole building from street level.

The illustrations included in the Design and Access Statement are persuasive in demonstrating a smooth and coherent flat roof to the eighth floor, similar to the sleek, well designed roof line of the Travel Lodge adjacent. However, in reality the roof level of the proposed building would accommodate a forest of tilted solar panels, staircase housing, fencing and a rooftop terrace, none of which are clearly shown on the elevational drawings or in the DAS. Whilst the roof level may not be visible from street level, it is very likely to be visible from the taller buildings around Uxbridge. It is suggested therefore that this is rethought, perhaps with a lowering of the top floor/building up of a parapet, relocation of some of the elements, etc.

OFFICER NOTE: The scheme has been amended in light of these comments and is now deemed to be acceptable.

## TREES & LANDSCAPING

The site is currently occupied by three-storey building which fronts onto Bakers Road. The Bakers Road frontage is dominated by the particularly hard and poor quality landscape associated with access and operational requirements associated with Uxbridge bus station. This is dominated by a large expanse of bland hard landscape materials with no relief from tree planting or other landscape features.

There is a walled car park / service yard to the rear of the plot which backs on to a small landscaped plaza / pocket park. Within the service yard there is a small twin-stemmed Ash which projects above the boundary wall and contributes to the openness and tree-cover provided by the plaza. There are no Tree Preservation Orders or Conservation Area designations affecting the trees on, or close to, the site.

The proposal is to demolish the existing buildings and build a 9 storey development comprising retail use at ground-floor level with eight storeys of residential flats above. The building footprint will occupy the whole site, necessitating the loss of the Ash tree and the open space currently provided by the parking / service yard.

The Design & Access Statement is incomplete in as much that it makes no reference to either the existing or proposed landscape features, or quality, associated with the site.

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. The only tree on site is due to be removed in order to accommodate the new footprint of the building. The proposed north-east elevation of the building will effectively contain the plaza area and reduce the existing character of openness between the surrounding buildings (Travelodge, Herbalife and Bakers Court).

i) Balconies with glazed screens wrap around much of the building, providing external amenity space for the benefit of future residents. The roof plan indicates the presence of a small rooftop terrace.

ii) This is essentially a town centre development with minimal provision of external amenity space for the residents and makes no contribution to the soft landscape quality of the area. On the contrary, by moving the north-east elevation hard up to the edge of the plaza, the proposed building will reduce the natural light levels in the public open space and restrict the feeling of space from which the plaza currently benefits.

OFFICER NOTE: The scheme has been amended to provide a roof terrace for residents to use. Given the site's location in the heart of the centre, at a major transport interchange and its physical constraints together with the thrust of the National Planning Policy Framework supporting development and economic growth it is considered that, on balance, the scheme is acceptable in this regard.

## ACCESS OFFICER

i) The 'Accessible Hillingdon' SPD provides on page 21 the criteria for a wheelchair standard home. Criterion one advocates the need for a covered parking space, which should be provided in close proximity to the home.

ii) In addition, the Greater London Authority's published 'Wheelchair Housing ' best practice guidance states that "Generally one blue badge parking space will be required for each wheelchair accessible unit, including those developments that would otherwise be car-free. Where the proposal is for blue badge parking to be on the public highway, ensure that local parking rules allow for these to be restricted for use of disabled residents only. The parking strategy should include a management plan for the enforcement of designated bays and how fluctuating demand and supply for blue badge bays will be dealt with in the future."

iii) For any scheme to be successful, the wheelchair standard units must have a dedicated space allocated to the unit, as such an arrangement ensures that a disabled person can reliably park close to their home. The provision of accessible parking for the wheelchair standard units should therefore be increased from one to four spaces.

iv) In smaller blocks, one Part M compliant passenger lift is acceptable. However, in larger blocks two lifts must be incorporated to allow for increased use and to maintain wheelchair access during routine maintenance or in the event of a lift breakdown. It is noted that two lifts will travel from the ground to the second floor, with only one serving levels 2 to 8. To this end, the design should be amended to ensure that both lifts serve all floors.

v) The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.

vi) To allow bathrooms to be used as wet rooms in future, plans should indicate floor gulley drainage.

OFFICER COMMENT: The Council has set a precedent for car free development, including no disabled parking spaces in the Uxbridge Town Centre. As such it is considered that it would not be possible to sustain a refusal on this basis. The applicant has addressed the other issues. A condition is recommended ensuring that all units meet lifetime homes standards.

#### HIGHWAYS

The Council's Highways Engineer raised concerns regarding refuse collection.

OFFICER COMMENT: The scheme has been amended and information provided with regards to private refuse collection. The scheme is considered acceptable in this regard.

#### SUSTAINABILITY OFFICER

Redevelopment of Norwich Union House to erect a 9 storey building comprising retail floorspace at ground floor level and 8 storeys of residential units (37 units) with associated gym, access and parking arrangements.

#### Comments

The original energy statement was produced just before the new London Plan (2011). The application was validated after the 2011 London Plan was formally adopted. The energy statement should have considered the emerging energy policy as opposed to producing a strategy solely compliant with the 2008 London Plan.

Accordingly, the submitted energy statement is now out of date (and was at the time of validation). The approach is based around the need to deliver a 20% in CO2 from regulated and unregulated energy from renewable sources. The 2011 London Plan provides for a more rationale approach that seeks a 25% reduction in CO2 from a 2010 Part L Building Regulations baseline.

The following condition is therefore necessary:

#### Condition

Prior to the commencement of a development, an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include:

- 1 the calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately.
- 2 proposals to reduce carbon dioxide emissions through the energy efficient design of the site,

buildings and services

3 proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP)

4 proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies.

The assessment shall demonstrate that the measures proposed to meet steps 2 -3 above will reduce the CO2 emissions by a minimum of 25% from all parts of the development. The development shall then proceed in accordance with the approved assessment.

Reason

To ensure the development reduces its impact on climate change in accordance with Policy 5.2 of the London Plan.

Condition

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

S106 OFFICER

S106 Officers comments

In line with Planning Policy, the Planning Obligations SPD and Reg 122 the planning obligations deemed necessary as a result of this proposal are:

35% of the scheme to be delivered as affordable housing

An education contribution in the sum of £109,190

A health facilities contribution in the sum of £14,716.23

A Community Facilities contribution in the sum of £20,000

A Public Realm/ Recreation Open Space contribution in the sum of £50,000

A Libraries contribution in the sum of £1,562.16

A Construction Training scheme delivered during the construction phase of the development or a financial contribution in the sum of £29,074.85

A Project Management and Monitoring fee equal to 5% of the total cash contributions (at this time and inclusive of construction training £11,227.16)

A s278/38 agreement to be entered into to address any and all highways works are directed by the Council's highways engineer.

No parking permits to be granted to residents of the development.

This creates a total s106 package exclusive of affordable housing and highways works in the sum of £235,770.40. It must be noted that the value of the affordable housing component is considerable, ie: the actual total sum of required planning obligations would be far in excess of this financial sum.

The scheme was the subject of a financial viability appraisal (FVA) which was independently validated, as a result of this process the applicant has agreed to provide a total financial contribution of £500,000.



Post submission of the planning application the Mayoral Community Infrastructure Levy came into effect. This levy must be met and results in a Mayoral CIL payment from this scheme in the sum of £122,500. This must come from the total sum of money the scheme can afford as part of the s106 'package'. This leaves a resulting financial sum that the scheme can afford to provide for of £377,500.

As the planning obligations 'package' sought as a result of the scheme, exclusive of affordable housing and off site highway works equates to £235,770.40 the committee can consider to accept the financial offer with an affordable housing payment in lieu of on site provision in the sum of £141,729.60. This would be without the incorporation of a review mechanism in the s106 agreement. To this end the following are the heads of terms sought and agreed as result of this proposal are:

1. An affordable housing payment in the sum of £141,729.60.
2. An Education contribution in the sum of £109,190
3. A Health Facilities contribution in the sum of £14,716.23
4. A Community Facilities contribution in the sum of £20,000
5. A Public Realm/ Recreation Open Space contribution in the sum of £50,000
6. A Libraries contribution in the sum of £1,562.16
7. A Construction Training scheme delivered during the construction phase of the development or a financial contribution in the sum of £29,074.85
8. No parking permits to be granted to the residents of the development
9. A Project Management and Monitoring fee equal to 5% of the total cash contributions (at this time and inclusive of construction training £11,227.16)
10. A s278/38 agreement to be entered into to address any and all highways works are directed by the Council's highways engineer.
11. No parking permits to be granted to residents of the development.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The site is currently occupied by a vacant 3 storey building which formerly had A1 units at ground floor level with B1 Office at upper levels together with associated car parking. The site is located within the Uxbridge Town Centre as designated by the Hillingdon Unitary Development Plan (UDP). There are no policies protecting office space within town centres. Therefore, no objection is raised to the demolition of this office building and the redevelopment of the site for alternative uses.

The application site is located within the Town Centre, and is located in close proximity to both the Uxbridge bus depot and the Uxbridge Underground Station. The site has an extremely high PTAL score of 6, reflecting its proximity to these transport nodes. A range of retail, commercial and office activities, commensurate with the town centre designation, are to be found in the surrounding area.

The nearest residential dwelling is located 60m to the north on Belmont Road, and is separated from the site by several large office/commercial buildings, including the Unisys building and York House.

The applicant also seeks permission for retail uses at ground floor level. Policy S13 states that within defined town centre boundaries the Local Planning Authority will regard Class A1, A2 and A3 and any other town centre uses as acceptable at ground floor level. As such, no objection is raised to the use of the ground floor level for these use.

### **7.02 Density of the proposed development**

London Plan Policy 3.4 seeks to maximise the potential of sites, compatible with local

context and design principles in Policy 7.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in the Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

The proposed scheme would have a density of 367 units per hectare. This is within the upper end of the London Plan density range (215-405 units per hectare) based on the site's Public Transport Accessibility Level (PTAL) score of 6. It is considered that this is an appropriate density in this Metropolitan Town Centre location which has excellent Public Transport Accessibility Levels. Accordingly, no objection is raised to the proposed density in this instance.

#### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

The site is not located in a Conservation Area, Area of Special Local Character and does not adjoin listing buildings.

#### **7.04 Airport safeguarding**

There are no aircraft safeguarding issues resulting from the proposed development.

#### **7.05 Impact on the green belt**

The application site is not located in proximity to the Metropolitan Green Belt.

#### **7.07 Impact on the character & appearance of the area**

The site is located within the Uxbridge town centre in close proximity to Uxbridge Underground Station and the Old Uxbridge/Windsor Street Conservation Area.

Policy BE26 states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centre as a focus of shopping and employment activity. Policy BE4 states that new development on the fringes of conservation areas will be expected to preserve and enhance those features which contribute to the special architectural and visual qualities of the area.

The proposed building would be 9 storeys in height, and would comprise a rectangular shaped building with full site coverage. The building would present three separate elevations towards Bakers Road.

With the exception of the ground floor, which contains a small parking area to the rear and retail units fronting Bakers Road, the remaining 8 floors have a uniform appearance in terms of being treated in the same manner with regards to materials and fenestration.

The scale, massing and height of the building is comparable to surrounding development located to the north of Bakers Road and, in particular, the Travelodge Hotel and Unisys buildings. While those buildings located on the southern side of Bakers Road tend to be smaller and lower in height, this is indicative of the gradual stepping down of development as it approaches the High Street. Bearing this in mind, the height proposed represents a logical transition between the lower buildings to the south and the Unisys building to the north. The bulk and scale of the building is similarly considered appropriate to the site and its location within the town centre. The Council's Urban Designer/Conservation Officer has raised no objections in this regard, although concerns have been raised regarding the treatment of the elevations (note: Final materials details are conditioned). Accordingly, no objections are raised in respect of Policy BE26 subject to the details of final materials being agreed by condition.

The Old Uxbridge/Windsor Street Conservation Area is located to the south of the site, and runs along Uxbridge High Street to the south east. While the Conservation Area

incorporates the Uxbridge Underground Station, its focus is directed away from this area. Similarly, the more sensitive facade of the Uxbridge Underground Station is orientated to the south, onto the High Street. The proposed building would be largely obscured from view within the Conservation Area by those buildings fronting onto the Uxbridge High Street. The upper levels would be viewed within the context of the Bakers Court and Travelodge buildings. As such, the proposal would not have any significant impact on the nearby Conservation Area by way of bulk, scale or height.

#### **7.08 Impact on neighbours**

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. Because of the orientation of the site, and the size and siting of the proposed building, no significant loss of daylight and sunlight to adjoining properties would result from this development. The proposed development is considered to be consistent with Policies BE20 and BE24 of the UDP.

The application site is located approximately 60m south of the nearest residential dwelling, located on Belmont Road. While it will be visible from this point, it would be viewed within the context of the Unisys building located to the north. The proposed building, being 9 storeys in height, would be similar in height to the Unisys building and the adjoining Travelodge Hotel, and sufficiently removed from the nearest residential area to prevent any visual, over dominance or overshadowing impacts.

The proposed building would not emit any noise or odours beyond those currently associated with the Uxbridge Town Centre. The impact of delivery vehicles should be negligible given existing vehicle flows.

As such, the proposal will not impact on residential amenities, and is consistent with Policies BE20, BE21, BE24 and OE1.

#### **7.09 Living conditions for future occupiers**

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

##### Unit Size

The London Plan (July 2011) states that a 1 bedroom 2 person flat, a 2 bedroom 3 person flat, a 2 bedroom 4 person flat and a 3 bedroom 5 person flat should have minimum floor areas of 50sq metres, 61sq metres, 70sq metres, and 86sq metres respectively. Each unit meets the minimum space standards, which accords with the London Plan (July 2011) minimum standard and is as such considered acceptable.

##### Amenity Space

The minimum requirement for private amenity space, as set out in the SPD, is 20sq metres for a 1 bedroom flat, 25sq metres for a 2 bedroom flat and 30sq metres for a 3 bedroom unit of shared amenity space. Therefore the proposed development for 8 one bedroom, 28 two bedroom units and 1 three bedroom unit would require 890sq metres of amenity space. The proposal provides approximately 1030 sq metres of amenity space in the form of balconies and a roof terrace designed specifically to benefit future residents. This level of provision is considered acceptable.

It is worth noting that the Council's Residential Layouts SPD allows a relation of amenity

space standards for residential development in town centres made up of predominantly 1 and 2 bed units.

Overall, it is considered that the amended proposals meet with the aims and objectives of the Council's HDAS SPD and would provide an acceptable quality living environment for all of the proposed units, in accordance with Policies BE20, BE23, BE24, OE1 and O5 of the UDP, HDAS 'Residential Layouts' and 'Accessible Hillingdon' and the provisions of the London Plan.

#### Overlooking/Privacy/Outlook

In terms of outlook for future residents, Policy BE21 of the Unitary Development Plan Saved Policies seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

The Council's HDAS SPD 'Residential Layouts' recommends a minimum distance of 15m between buildings to overcome possible overdominance and a 21m separation distance between facing habitable room windows to maintain adequate privacy. It should be noted that these are guidelines as opposed to policy.

The separation distance is 18.5m between the proposed building and the Aviva Office building to the northwest; 13.5m to the Bakers Court Office building to the northeast, and 5m to the blank facade of the Travelodge Hotel to the southeast; although this is only for approximately half the depth of the proposed building as due to the shape of the hotel building, the separation distance increases to 22.5m from this point.

In addition to this it should be noted that planning permission ref: 32891/APP/2012/911 dated, 20/06/2012 was granted for the erection of a three storey extension adjacent to the proposal site. Should this extension be built it would bring the building to within between 10m and 11.5m (given the angled nature of the approved extension). However this would only affect four storeys (three residential and 1 retail) of the proposed development subject of this application.

Whilst these distances do not generally accord with guidance set out in HDAS, it is considered that several mitigating factors must be considered. These include:

1. The residential units in the proposed building that are likely to be most affected in terms of outlook; namely those in the centre of the building facing the Aviva building to the north west and those facing the Travelodge Hotel to the south east, have all been provided with carefully designed fenestration to afford future occupiers with the maximum possible levels of outlook and sunlight/daylight. Flats are orientated so that they have dual aspects i.e if there is not an outlook in a direction, there will be another aspect with an acceptable outlook.

2. In terms of overlooking and privacy the affected windows of each residential unit which could be overlooked by the surrounding office buildings, namely the Aviva building to the north west and the Bakers Court office building to the northeast have each been provided with a sliding blind system which occupants will be able to slide along a rail to prevent overlooking and to add privacy if and when it is required.

3. In addition, it is noted that general office hours are 9 to 5 Monday to Friday. Whilst it is acknowledged that there are people who do work night shifts and stay home during the day, as well as those who are unemployed or retired, many people work during normal

office hours and are in their home during weekday evenings and weekends (i.e. outside of normal office hours). For this reason it is considered that there would be limited overlooking from the office buildings at times when the flats are most likely to be occupied. In most cases, people will not be home when people are in the offices. Where this does occur, the proposed sliding blind system will enable future residents to have sufficient privacy and prevent significant overlooking.

These factors should be considered alongside the main principles of the National Planning Policy Framework (NPPF). On balance the application does sit comfortably alongside the thrust of the Planning for Growth Ministerial Statement which states, amongst other things, that there is a pressing need to ensure that the planning system does everything it can to help secure a swift return to economic growth. It goes on to say that the Government's top priority is to promote sustainable economic growth and jobs, and that in determining planning applications appropriate weight should be given to the need to support economic recovery. These are matters which Officers consider in the overall planning balance for this case.

All of the units would benefit from an acceptable level of outlook, privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

The applicant has submitted a Daylight, Sunlight and Overshadowing report as part of the Environmental Statement. This assesses the daylight and sunlight amenity of the proposed new dwellings, and also the impact of the proposed development on the proposed new dwellings. Rooms would receive adequate light.

In summary, it is considered that on balance the proposed site layout would provide a sufficient standard of amenity for future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The proposal provides for a disabled parking bay together with a loading bay for a van at ground floor level, to the rear of the site.

The Council's Highway Engineer notes that trip generation in respect of the proposed residential use would not be significantly greater than for the previous office use at the site and therefore can be adequately accommodated on the highway network. In respect of car parking provision, he is satisfied that no specific provision for the residential units is required on-site provided that the applicant is willing to agree to the provision of 100% car free housing on the site. This would be secured by way of a Section 106 agreement to ensure that any lease or tenancy agreement relating to the units contains a clause prohibiting residents from obtaining entitlement to a Residents Parking Permit within the Uxbridge North and Uxbridge South Parking Management Scheme which covers the Town Centre and adjoining residential areas. This would remove the possibility of any authorised parking taking place outside the site as a result of the use. The applicant is agreeable to this. With regard to cycle parking facilities, facilities with the demise of the building are provided for 37 bicycle spaces. Due to the lack of any space on site for external cycle stores, this arrangement is considered acceptable in this instance and can be secured by way of a condition in the event of planning permission being granted.

In terms of servicing of and deliveries to the site the applicant has sought to address the concerns raised by the Highway's Engineer. Concerns were raised regarding refuse



collection and deliveries which were to be carried from the road immediately outside the site. However this is occupied by a bus stop/stand and any infringement of this is unacceptable as it would jeopardise the free flow of traffic to and from the bus station. The applicant has stated that all deliveries would take place using an existing loading bay located opposite the site and that refuse collection would be undertaken by a private contractor during hours that would limit any impact on the bus station operation. This will be secured by a S106 Agreement should planning permission be granted.

#### **7.11 Urban design, access and security**

Urban Design matters are discussed in detail under paragraph 7.07 of this report.

Security Issues have been incorporated into the design of the development and will be secured by a recommended condition.

The proposed layout and access are, on balance, considered acceptable.

#### **7.12 Disabled access**

Accessible Hillingdon requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site.

Policy 3.8 of the London Plan and guidance within the HDAS - Accessible Hillingdon requires new residential developments to achieve Lifetime Homes Standards and for 10% of the units to be easily adaptable for wheelchair users. The scheme provides 6 wheelchair units, which equates to 16% of all units proposed. This is considered acceptable.

The Council's Access Officer has raised a number of concerns including the lack of provision of disabled parking spaces. It should be noted that planning permission ref: 43742/APP/2006/252 established the principle of a residential use in the Uxbridge Town Centre with no parking provision. Given this together with the site's excellent Public Transport Accessibility Level of 6 and location within 100m of bus and London Underground stations, it is considered that a refusal on this ground could not be sustained.

#### **7.13 Provision of affordable & special needs housing**

The London Plan states that in estimating affordable housing provision from private residential or mixed-use developments, boroughs should take into account the economic viability of the scheme.

Accordingly, the Council sought advice from an independent and appropriately qualified financial consultant who has assessed the applicant's financial appraisal of the scheme. This assessment has confirmed that in this case the scheme would not be able to provide affordable housing as well as provide for other planning obligations (to mitigate other impacts that would arise from the scheme). Given that the scheme would deliver much needed housing and accord with relevant policies and is in a sustainable edge of centre location, no objection is raised in terms of affordable housing.

#### **7.14 Trees, landscaping and Ecology**

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Little is provided in the way of landscaping. This is as a result of the extent of site



coverage necessitated by the small size of the site at the heart of the central transport hub in the Uxbridge Town Centre. Whilst desirable, it is considered that on balance, given the constraints of the site and the roof terrace proposal and town centre location, no objection is raised in terms of landscaping. A s106 Contribution is being sought for public realm improvements and offsite recreation facilities.

#### **7.15 Sustainable waste management**

Refuse is provided in a refuse store at ground floor level. The level of waste and recycling storage provision is acceptable. Refuse will be collected by a private contractor. This will be secured by way of a S106 Agreement should permission be granted.

#### **7.16 Renewable energy / Sustainability**

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 25% in carbon emissions, in line with Code for sustainable Homes Level 4.

The original energy statement was produced just before the new London Plan (2011). The application was validated after the 2011 London Plan was formally adopted. The energy statement should have considered the emerging energy policy as opposed to producing a strategy solely compliant with the 2008 London Plan.

Accordingly, the submitted energy statement is now out of date (and was at the time of validation). The approach is based around the need to deliver a 20% in CO2 from regulated and unregulated energy from renewable sources. The 2011 London Plan provides for a more rationale approach that seeks a 25% reduction in CO2 from a 2010 Part L Building Regulations baseline. A condition is therefore proposed to ensure that these details are submitted prior to development commencing.

#### **7.17 Flooding or Drainage Issues**

There are no specific flooding or drainage issues associated with this application. However, in the event that this application is approved, it is recommended that a sustainable urban drainage condition be imposed.

#### **7.18 Noise or Air Quality Issues**

The application seeks permission for a residential development within a predominantly commercial area. The Council's Environmental Protection Officer has reviewed the proposal and considers although the proposal gives rise to concerns regarding noise for future occupiers, this issue can be addressed by condition.

In terms of Air Quality, given the scheme is essentially a car free development except for one disabled parking bay and a service bay for vans, it is considered that the development will not have a significant impact on air quality.

It is considered that the scheme will have very little additional impact on noise and air quality in the area, subject to a condition on any grant of permission requiring the submission of a construction logistics plan to mitigate any construction nuisance and details of noise protection measures for future occupiers. Whilst it is acknowledged that construction issues are covered by Environmental Health Legislation, it is considered that given the constraints of the site, the proposed 100% site coverage and the the location of the site on a road with high volumes of bus traffic that the condition is justifiable in this instant.

#### **7.19 Comments on Public Consultations**

Comments received have been addressed within the body of the report.

#### **7.20 Planning obligations**

Policy R17 of the Unitary Development Plan Saved Policies September 2007 states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The following S106 Heads of terms are being sought and have been agreed:

35% of the scheme to be delivered as affordable housing

An education contribution in the sum of £109,190

A health facilities contribution in the sum of £14,716.23

A Community Facilities contribution in the sum of £20,000

A Public Realm/ Recreation Open Space contribution in the sum of £50,000

A Libraries contribution in the sum of £1,562.16

A Construction Training scheme delivered during the construction phase of the development or a financial contribution in the sum of £29,074.85

A Project Management and Monitoring fee equal to 5% of the total cash contributions (at this time and inclusive of construction training £11,227.16)

A s278/38 agreement to be entered into to address any and all highways works are directed by the Council's highways engineer.

No parking permits to be granted to residents of the development.

Refuse Management Plan detailing the refuse collection via a private operator.

#### **7.21 Expediency of enforcement action**

None.

#### **7.22 Other Issues**

None.

### **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without

discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

These factors should be considered alongside the main principles of the National Planning Policy Framework (NPPF). On balance the application does sit comfortably alongside the thrust of the Planning for Growth Ministerial Statement which states, amongst other things, that there is a pressing need to ensure that the planning system does everything it can to help secure a swift return to economic growth. It goes on to say that the Government's top priority is to promote sustainable economic growth and jobs, and that in determining planning applications appropriate weight should be given to the need to support economic recovery. These are matters which Officers consider in the overall planning balance for this case.

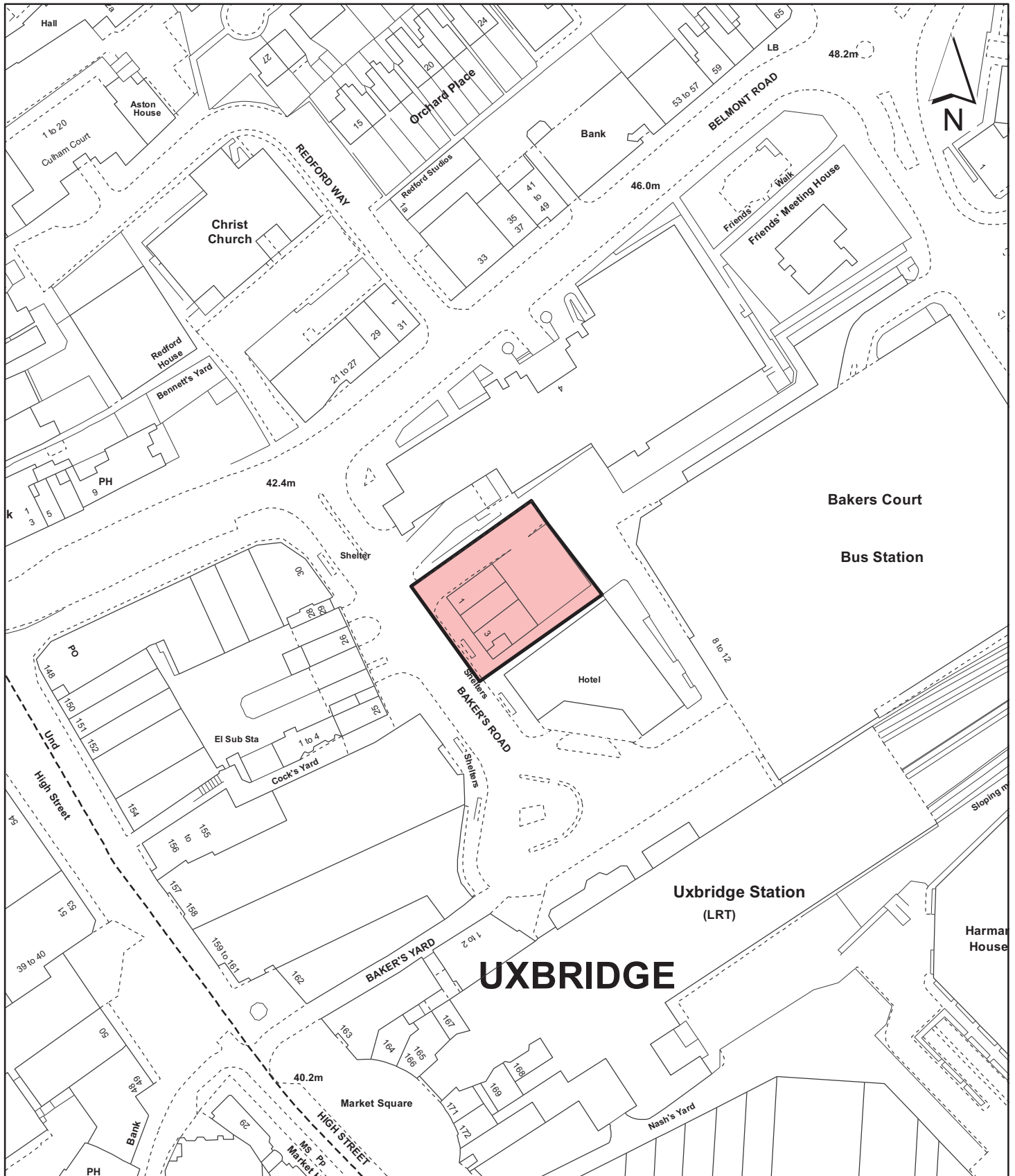
For the reasons provided throughout this report, the application is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

#### **11. Reference Documents**

National Planning Policy Framework  
Hillingdon Unitary development Plan Saved Policies (September 2007)  
The London Plan July 2011  
Residential Layouts SPD  
Hillingdon Local Plan: Part 1- Strategic Policies (November 2012)

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230



# UXBRIDGE

### Notes

 Site boundary

For identification purposes only.

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Site Address

**Norwich Union House  
1 - 3 Bakers Road  
Uxbridge**

Planning Application Ref:

**8218/APP/2011/1853**

Planning Committee

**Central and South**

Scale

**1:1,250**

Date

**November  
2012**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON

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## Report of the Head of Planning & Enforcement Services

**Address** HERMITAGE PRIMARY SCHOOL BELMONT ROAD UXBRIDGE

**Development:** Demolition of school and former caretaker's house to allow for the comprehensive redevelopment of the site to provide a new school, Multi Use Games Area (MUGA), car parking, landscaping and associated development.

**LBH Ref Nos:** 3345/APP/2012/2036

**Drawing Nos:**

- 8225/A/105 Rev.B (Existing Site Sections)
- 8225/A/110 Rev.J (Proposed Site Plan)
- 8225/A/111 Rev.G (Proposed Floor Plans)
- 8225/A/100 (Site Location Plan)
- 8225/A/116 Rev.B (Proposed Roof Plan)
- 8225/A/119 Rev.D (3D Model & Materials)
- 8225/A/120 Rev.B (Proposed Sections)
- 8225/A/122 (Proposed Sections)
- 294.12.2C (Landscape Proposals)
- 294.11.3A (Landscape Proposals)
- 0711-RWC-4966 (Topographical/Full Utility)
- 501 Rev.E (Drainage Layout)
- Planning Statement prepared by Montagu Evans dated August 2012
- Design & Access Statement prepared by Mace dated August 2012
- Arboricultural Impact Assessment prepared by Open Spaces Landscape & Arboricultural Consultants Ltd dated October 2012
- Tree Hazard Report prepared by Barkland Tree Specialists dated 01/08/11
- Soft Landscape Specification and Maintenance prepared by Elizabeth Greenwood dated June 2012
- 8225/A/130 Rev.B (Proposed Elevations)
- 8225/A/131 Rev.B (Proposed Elevations)
- 8225/A/139 (Proposed Elevations - Bin Store/Pump House/Sub Station)
- 8225/A/155 Rev.A (Phasing)
- 8225/E/800 Rev.A (Electrical Services)
- 8225/A/180 Rev.A (Proposed MUGA)
- OS 484-12.1 Rev.B (Tree Retention & Removal Plan)
- OS 484-12.2 Rev.A (Tree Protection Plan)
- Falcozan Shelter product specification
- 8225/A/101 Rev.D (Existing Site Plan)
- Transport Assessment prepared by Robert West dated August 2012
- Energy Statement prepared by Mace dated July 2012
- Sustainability Checklist - Revision A
- Baseline Air Quality Assessment prepared by Air Quality Consultants dated August 2011
- BREEAM 2011 New Construction Assessment Report
- BREEAM 2011 New Construction Pre-Assessment Estimator
- Statement of Community Involvement prepared by Montagu Evans dated August 2012
- Off Site Playing Provision Requirements

**Date Plans Received:** 20/08/2012

**Date(s) of Amendment(s):** 06/09/2012



**Date Application Valid:** 06/09/2012

## **1. SUMMARY**

This application seeks full planning permission for the redevelopment of the existing school site to provide a new two form of entry primary entry with a nursery and associated facilities, including playgrounds, playing fields, a Multi-Use Games Area, car parking, new access, landscaping and associated works.

The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area. The Hillingdon Primary Capital Schools Programme is part of the Council's legal requirement to meet the educational needs of the borough. In recent years the borough has seen a rise in birth rates up to 2008 and the trend has continued through 2009 and 2010. This growth in the birth rate, combined with net immigration and new large scale housing developments in the borough has meant that there is now a significant need for additional primary school classrooms across the borough.

Accordingly, the Council wishes to redevelop and expand Hermitage Primary School from one form of entry to two forms of entry to provide additional places for the children of the borough. The new school will provide capacity for a total of up to approximately 420 pupils, up to 60 nursery aged children (split into two sessions of 30) and approximately 72 staff.

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and UDP policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Notwithstanding this, the proposal is contrary to policies which seek to prevent the loss of playing fields. Whilst Sport England have indicated in pre-application discussions that the MUGA could offset the loss of the playing field, this is subject to agreeing the specification of the MUGA. Following an objection from Sport England the applicant has provided amended plans relating to the MUGA. It is anticipated that these will overcome Sport England's objection. However, a response from Sport England is still awaited at this stage and this is reflected in the recommendation. Subject to resolving this issue, the principle of the development is considered to be acceptable.

It is considered that the proposed development would enhance the visual amenities of the school site and surrounding area. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring residential units and it is not considered that the development would lead to such a significant increase in traffic that

refusal could be justified on highway grounds. The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, it is recommended that delegated powers be given to the Head of Planning, Sport and Green Spaces to approve the scheme subject to receipt of no objection from Sport England.

## **2. RECOMMENDATION**

**That subject to receipt of no objections being received from Sport England, delegated powers are given to the Head of Planning, Sport and Green Spaces to grant planning permission subject to the conditions below and any additional conditions recommended by Sports England:**

### **1 SP01 Council Application Standard Paragraph**

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

### **2 COM3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

#### **REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

### **3 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 8225/A/100, 8225/A/101 Rev.D, 8225/A/105 Rev.B, 8225/A/110 REv.J, 8225/A/111 Rev.G, 8225/A/116 Rev.B, 8225/A/119 Rev.D, 8225/A/120 Rev.B, 8225/A/122, 8225/A/130 Rev.B, 8225/A/131 Rev.B, 8225/A/139, 8225/A/155 Rev.A, 8225/E/800 Rev.A, 8225/A/180 Rev.A, OS 484-12.1 Rev.B, OS 484-12.2 Rev.A, 294.12.2C, 294.11.3A, 0711-RWC-4966 & 501 Rev.E, and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

To ensure the development complies with the provisions of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

### **4 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Planning Statement prepared by Montagu Evans dated August 2012;

Design & Access Statement prepared by Mace dated August 2012;

Arboricultural Impact Assessment prepared by Open Spaces Landscape & Arboricultural Consultants Ltd dated July 2012;

Tree Hazard Report prepared by Barkland Tree Specialists dated 01/08/11;

Soft Landscape Specification and Maintenance prepared by Elizabeth Greenwood dated June 2012;

Transport Assessment prepared by Robert West dated August 2012;

Energy Statement prepared by Mace dated July 2012;

Sustainability Checklist - Revision A;

Baseline Air Quality Assessment prepared by Air Quality Consultants dated August 2011;

BREEAM 2011 New Construction Assessment Report;

BREEAM 2011 New Construction Pre-Assessment Estimator;

Statement of Community Involvement prepared by Montagu Evans dated August 2012;  
Off Site Playing Provision Requirements;

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

**REASON**

To ensure that the development complies with the objectives of Policies BE13, BE19, BE20, BE21, BE2, BE24, BE38, OE1, OE5, OE11, H2, H3, R10, R16, AM2, AM7, AM9, AM13, AM14 and AM15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 COM7 Materials (Submission)**

Within 3 months of the date of consent full details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details.

Details should include information relating to make, project/type, colour and photographs/images.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 RES8 Tree Protection**

No site clearance or construction work shall take place until the fencing, to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained, has been erected in accordance with the approved plans. Thereafter, the fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- a. There shall be no changes in ground levels;
- b. No materials or plant shall be stored;
- c. No buildings or temporary buildings shall be erected or stationed;
- d. No materials or waste shall be burnt; and
- e. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

**REASON**

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 RES9 Landscaping (including refuse/cycle storage)**

Within three months of the date of this consent a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

6.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and 5.17 (refuse storage) of the London Plan.

## **8 RES10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to

the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

**9 SUS6 Green Travel Plan**

Prior to first occupation of the development hereby approved, the details of the proposed mitigation measures identified within the Transport Assessment (by Robert West, dated August 2012) are required to be included as part of the existing school Travel Plan which shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter a Travel Plan review shall be undertaken and submitted in writing to the Local Planning Authority for approval at 50%, 75% and 100% increase in occupation of additional pupils and staff. The mitigation measures identified in the Transport Assessment and the Travel Plan review shall be implemented for the duration of the development.

**REASON**

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (July 2011) Policies 6.1 and 6.3.

**10 COM31 Secured by Design**

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

**11 COM29 No floodlighting**

No floodlighting or other form of external lighting shall be installed around the Multi-Use Games Area or playing field.

**REASON**

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Unitary Development Plan.

**12 NONSC Community use scheme for MUGA**

Prior to occupation of the use/development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of hours of use, access to the grass pitches and artificial pitch by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

**REASON**

To safeguard the amenity of surrounding properties in accordance with policies BE13, BE19 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September

2007).

**13 NONSC Accessibility 1**

Prior to construction of the building hereby approved full details of disabled WC facilities in the north end of the building, close to the 'Early Years Resources,' and of the 'SEN/MI' room, as shown on drawing no. 8225/A/111 Rev.G, shall be submitted to and approved in writing by the Local Planning Authority. Please refer to informative 11 for further information.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and AM16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

**14 NONSC Accessibility 2**

Prior to construction of the building hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority. Please refer to informative 12 for further information.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and AM16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

**15 NONSC Contamination**

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

**REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**16 NONSC Non Standard Condition**

Prior to the commencement of development a traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall provide details in relation to access (vehicular and pedestrian) and the parking provision for school and contracting staff and the delivery of materials during construction.

**REASON**

To ensure that the construction does not have an unacceptable impact on residential amenity and in the interests of highway and pedestrian safety in accordance with policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The



Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

## **2 153 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

## **3 11 Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved

drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

**4            13                    Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

**5            111                    The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

**6            112                    Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

**7            115                    Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

## **8 119 Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

## **9 134 Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for

service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

## **10 158 Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: [petersale@hillingdontraining.co.uk](mailto:petersale@hillingdontraining.co.uk)

## **11**

With regard to condition 14 the Council's Principal Access Officer has advised as follows:

1. The design incorporates four toilet cubicles designated for use by disabled people. The facilities proposed within the north end of the building (in the vicinity of the 'early years resources' and within the changing rooms) do not meet the required internal dimensions of an accessible toilet. To this end a minimum cubicle size of 2200mm x 1500mm wide should be provided.

2. Given that the school building would be new, its design should be exemplary in terms of meeting the needs of disabled people and to support their integration into mainstream education. Accordingly, the room identified as 'Sen/MI' should be designed and specified to accord with 'Changing Places' criteria. The sick bay should be located in a separate area, outside of the changing facility intended for use by disabled children with everyday complex personal care support requirements.

## **12**

With regard to condition 15 the Council's Principal Access Officer has advised as follows:

Whilst it is noted that refuge areas have been included in the design, the multipurpose/parents rooms should be designated a refuge, as should a Year 4 classroom at the opposite end. Such provisions are considered necessary as the school will be fully accessible and likely to attract a higher proportion of disabled children. The emergency evacuation plan should ensure adequate physical building features are incorporated and suitable to support the protocols needed to safeguard those unable to evacuate using a staircase.

## **13**

You are advised that the development must comply with Building Bulletin 93: Acoustic Design in Schools.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

Hermitage Primary School occupies an approximately 1 hectare irregularly shaped plot

located on the south east side of Belmont Road in Uxbridge. The existing main school building is located towards the front (north west) of the site and the former caretaker's house (now understood to be in community use) is located adjacent to the north east of this building.

The playground is located behind the main school building and the playing field occupies the south east part of the site. An existing temporary classroom block is located on the edge of the playground/playing field. Two recently construction temporary classrooms blocks are also located adjacent to the site's north east boundary.

Pedestrian and vehicular access to the site is via Belmont Road. Two, relatively small car parks are also located at the front of the site. One accommodates eight cars and is located in front of the main school building and former caretaker's property, and the other is unmarked and appears to accommodate up to approximately seven cars.

The site is bounded to the south west by Sainsbury's Supermarket and it should be noted that there is a significant level change between that site and the school site which is on higher land. It should also be noted that planning permission (ref: 39439/APP/2011/738) was granted in March 2012 for a large extension to the supermarket, adjacent to the school site. The London Underground railway line bounds the southern most corner of the site and residential properties bound the eastern and north eastern boundaries. Residential properties are also located beyond Belmont Road to the north west. Mature trees are located around the site boundaries and in the western most corner of the site fronting Belmont Road.

The site falls within the developed area as shown on the Hilingdon Unitary Development Plan Proposals Map. Land immediately to the south west falls within Uxbridge Town Centre and the opposite side of Belmont Road falls within North Uxbridge Area of Special Local Character.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the demolition of all existing buildings on site and the redevelopment of the school to provide a new two form of entry primary school with nursery, playground space, a Multi-Use Games Area (MUGA), playing fields, parking and associated facilities.

The proposed new building would be irregular in shape, essentially comprising two wings. A two-storey rectangular shaped wing would be provided alongside the site's south west boundary. This would form the first phase of development and would comprise six classrooms, a kitchen, a hall, storage facilities, three break out rooms, a caretaker's room and WC facilities at ground floor level. At first floor level it would comprise six classrooms, a staffroom, a multi-purpose room, three break out rooms, storage and WC facilities.

Once complete children would be decanted from the existing school into this new block, enabling the demolition of the existing school buildings and the construction of the second phase of development. This would comprise an irregularly shaped single-storey wing, fronting Belmont Road and linking to the first phase of the development. This wing would comprise a small hall/music room, offices, storage, a food technology room, a Special Educational Needs room, the nursery, two reception classrooms and WC facilities. Once complete the new building would provide a total of 2,375m<sup>2</sup> of floor space.

To the rear of the building hard and soft play space would be provided including a Multi-Use Games Area (MUGA). It should be noted that it is not intended to floodlight the

MUGA. As is the existing situation, playing fields would continue to be provided at the rear (south east) end of the site.

The existing vehicular access to the site from Belmont Road would be realigned and 24 car parking spaces would be provided in the northern most corner of the site. Vehicular access off Belmont Road would also be retained in the south west corner of the site for refuse and delivery vehicles. A small sub-station, pump house, refuse storage and cycle parking facilities would also be provided in this part of the site.

The scheme makes provision for the retention of the majority of trees on site and for replacement planting where appropriate. It also proposes additional tree planting and landscaping in and around the school site.

### 3.3 Relevant Planning History

3345/APP/2007/327 Hermitage Primary School Belmont Road Uxbridge  
ERECTION OF A SINGLE STOREY EXTENSION TO PROVIDE STAFF PREPARATION  
AREA AND CARETAKERS ROOM.

**Decision:** 14-09-2007 Refused

3345/APP/2011/2580 Hermitage Primary School Belmont Road Uxbridge  
New temporary double classroom to accommodate nursery, including associated store and  
amenity space and reconfiguration of existing car park.

**Decision:** 14-12-2011 Approved

3345/APP/2012/1312 Hermitage Primary School Belmont Road Uxbridge  
Installation of a temporary double mobile classroom for a temporary period of 3 years.

**Decision:** 10-08-2012 Approved

3345/APP/2012/2384 Hermitage Primary School Belmont Road Uxbridge  
Application for non-material amendment (minor reduction in size of building) to planning  
permission ref: 3345/APP/2012/1312 dated 10/08/2012; Installation of a temporary double  
mobile classroom for a temporary period of 3 years.

**Decision:** 23-10-2012 Approved

3345/APP/2012/2620 Hermitage Primary School Belmont Road Uxbridge  
Details pursuant to condition 6 (Landscaping) of planning permission ref: 3345/APP/2012/1312  
dated 10/08/12; Installation of a temporary double mobile classroom for a temporary period of 3  
years.

**Decision:** 02-11-2012 Approved

3345/F/81/0456 Hermitage Primary School Belmont Road Uxbridge  
Educational dev. - 90sq.m. (Full)(P)



**Decision:** 08-05-1981 ADH

3345/G/85/0274 Hermitage Primary School Belmont Road Uxbridge  
Retention of permission 03345/810456(P)

**Decision:** 04-04-1985 ALT

3345/J/90/1126 Hermitage Primary School Belmont Road Uxbridge  
Retention of a mobile classroom

**Decision:** 10-07-1990 ALT

3345/K/93/0297 Hermitage Primary School Belmont Road Uxbridge  
Erection of a mobile classroom (involving demolition of existing mobile classroom)

**Decision:** 04-06-1993 ALT

3345/M/98/1728 Hermitage Primary School Belmont Road Uxbridge  
Renewal of planning permission ref.3345K/93/297 dated 04/06/93; Retention of existing mobile classrooms

**Decision:** 23-10-1998 ALT

#### **Comment on Relevant Planning History**

The site has an extensive planning history as summarised above. Notably, planning permission (ref: 3345/APP/2011/2580) was granted on 15/12/11 for the installation of a temporary classroom building on site to accommodate the nursery. Planning permission was also granted for the installation of another temporary classroom building on site on 10/08/12 (ref: 3345/APP/2012/1312). Once the permanent building works are complete these would both be removed from the site.

#### **4. Planning Policies and Standards**

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan 2011  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
National Planning Policy Framework (NPPF)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon  
Hillingdon Supplementary Planning Document: Residential Layouts

#### **UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area. Replaced by PT1.BE1 (2012)
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- H2 Restrictions on changes of use of residential properties
- H3 Loss and replacement of residential accommodation
- R10 Proposals for new meeting halls and buildings for education, social, community and health services
- R16 Accessibility for elderly people, people with disabilities, women and children
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
 (i) Dial-a-ride and mobility bus services  
 (ii) Shopmobility schemes  
 (iii) Convenient parking spaces  
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

**5. Advertisement and Site Notice**

5.1 Advertisement Expiry Date:- **30th October 2012**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 72 local owner/occupiers and the North Uxbridge Residents' Association. Site and press notices were also posted.

Three letters of objection have been received which raise the following concerns:

- i) The pitch should not be rented out to sports clubs and no flood lighting should be provided.
- ii) There are adequate sports pitches provided at the sports centre so renting out the school grounds is not a necessity, and will not inconvenience the surrounding properties.
- iii) Section 2.3 of the Design & Access Statement shows a photo 'Rear View From Existing Playing Fields'. The tyres shown have been removed and dumped haphazardly in the corner of the playing field to the rear of adjoining properties. They are a health & safety risk to the children who have been seen playing on them. If they are required, why haven't they been stored somewhere? If they are not required, why haven't they been removed from the site? Is such 'fly tipping' to be expected during the next stages of demolition in contravention of the Waste Management proposals?
- iv) If the MUGA and football pitch are hired out to other organisations what control will there be over the times that the pitches may be used, and what parking arrangements will apply for the vehicles of players and spectators?
- v) Will the height of fences along the boundary with houses in The Hermitage be increased to prevent balls going over and damaging greenhouses and other garden features?

### SPORT ENGLAND

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No.2184), in that it is on land that has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.2ha or more, or that it is on land that is allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement.

Sport England has therefore considered the application in the light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The Policy states that:

"Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field or allocated for use as a playing field in an adopted or draft deposit local plan, unless, in the judgement of Sport England, one of the Specific circumstances applies.

Reason; Development which would lead to the loss of all or part of a playing field, or which would prejudice its use, should not normally be permitted because it would permanently reduce the opportunities for participation in sporting activities. Government planning policy and the policies of Sport England have recognised the importance of such activities to the social and economic well-being of the country."

In light of the above, Sport England objects to the proposal because it is not considered to accord with any of the exceptions in Sport England's playing fields policy.

The application comprises the Demolition of school and former caretaker's house to allow for the comprehensive redevelopment of the site to provide a new school, Multi Use Games Area (MUGA), car parking, landscaping and associated development. The application results in a significant loss of grass playing field. Sport England need to assess whether the sporting benefits of the scheme, outweigh the loss of grass playing field such that the development accords with exception E5 of its adopted playing field policy, which states:

E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

At pre application stage, Sport England advised the applicant that the specification of the proposed MUGA would be key is assessing whether the proposals were considered acceptable. The MUGA needs to be more than simply a playground space and should have some clear benefit, as a facility, to the development of sport. As this issue is considered key to Sport England's assessment of the application as a statutory consultee, it is considered that it should be addressed up front as part of the submission, rather than being dealt with by planning condition. I would therefore invite the applicant to submit a detailed specification for the proposed MUGA. This should include details of fencing, kickboards, and recessed goals and any other fixtures, as well as surface type, colour and court markings.

#### **Internal Consultees**

##### **URBAN DESIGN OFFICER**

The school does not lie within a designated area, although its frontage lies adjacent to the boundary of the North Uxbridge Area of Special Local Character. The current buildings are not of any architectural merit and are generally in poor condition. As such there would be no objection to their demolition.

The contemporary design of the proposed building is quite unusual, but it would be generally low key in terms of its street presence. The proposals include the retention of nearly all of the trees to the Belmont Road frontage and the creation of a landscaped space at the new school entrance, both of which would be welcomed in terms of their contribution to the streetscape of the area. The immediate context of the site is also quite varied in terms of townscape and it is considered that the proposed new structure and its landscaped frontage would contribute positively to their surroundings.

The adjacent Sainsbury store has a recent permission to extent. This would, if constructed, screen part of the proposed two storey classroom wing on the south west site boundary. However, it is still likely that the upper part of the building would be visible above the roof line of the store, even with the screening provided by the retained trees along the boundary (inside the Sainsbury site). The new structure would be most visible in longer views, particularly across the store car park when seen from York Road. There are also no guarantees that the addition to the existing store will be built.

To soften the appearance of the proposed south west elevation, it is suggested that this is partially clad, preferably in timber. A condition regarding this matter could be attached to an approval.

Details and ideally samples of the elevational materials of the new building, including window frames, should also be covered by condition if minded to approve.

Details of the works to the front boundary should also be covered by condition.

Conclusion: No objection subject to the above comments.

#### HIGHWAY ENGINEER

The development proposals are for the demolition and redevelopment of the existing Hermitage Primary School to provide additional classroom facilities at the site allowing for an increase of 240 pupils (including 30 nursery school pupils over two sessions) and 36 additional staff. It is expected that the proposed works at the site will be completed by 2018 and the increase in pupils will take place on a year on year basis.

As part of the development proposals, the existing car park within the school will be expanded to provide 11 No. additional parking bays, giving a total of 24 No. parking spaces that will be allocated for the use of staff. Additionally, 12 No. cycle parking spaces will be provided within the site and a dedicated servicing area will be provided along the north western boundary of the site, adjacent to Belmont Road.

When considering the development proposals, it is noted that the area immediately adjacent to the site is predominantly residential and as a result, the surrounding local highway network is designated as a Controlled Parking Zone (CPZ - zone U1). Additionally, it is noted that Belmont Road is a classified highway and designated as a secondary distributor route.

In order to formally assess the development proposals in terms of the expected impact along the highway network, a Transport Assessment (TA) has been submitted in support of the development and the findings are discussed below.

#### On-Street Car Parking:

An assessment has been undertaken of the existing and future on street parking capacity and the increased demand for dropping off/picking up of pupils along the adjacent highway network. The assessment has been based on the current modal share in relation to pupils at the school in order to identify the existing and proposed parking demand, and by undertaking a parking beat survey.

The parking beat survey was undertaken along Belmont Road, The Hermitage, Belmont Close, Fairfield Road and Mead Road adjacent to the development site. From the results of the survey it has been identified that during the existing morning and afternoon peak periods there is available on street parking capacity within the surrounding area of the school.

When taking account of the increase in demand for kerbside parking associated with the expansion of the school, it has been demonstrated within the TA that the adjacent highway network will have available on street parking capacity during both the morning and afternoon peak periods and the increased parking demand for dropping off and picking up of pupils can be accommodated.

However, as the adjacent area is designated as a Controlled Parking Zone, parents that drop off/pick up pupils along the highway will be required to apply to the school for short stay parking permits.

When considering the parking demand associated with additional staff at the site, it has been demonstrated within the TA that there will be an increase of 11 vehicles. However, it is noted that staff at the school will not be eligible to apply for permits and will be required to seek alternative parking or travel arrangements.

#### Traffic Generation:

An assessment has been undertaken within the TA in relation to the likely increase of vehicle trips that would be generated by the proposed expansion of the primary school. This has demonstrated that there will be an increase in trips of approximately 102 vehicles (two way) in the AM and 71

vehicles (two way) in the PM peak hours associated with the school, from both staff and parents dropping off/picking up pupils.

As a result, a capacity assessment of the roundabout junction of Chippendale Way and Park Road has been undertaken for the design year 2018 and future year 2028, with development traffic assigned to the highway network.

From the assessment, it has been identified that the increase in vehicle trips will not have a material impact in terms of capacity or queuing at the junction, which will continue to operate within capacity during the future year 2028 in both the AM and PM peak hours.

#### Speed Surveys:

As part of the assessment of the development, a speed survey has been undertaken along Belmont Road adjacent to the school over a 5 day period, within the peak hours associated with the school.

The survey has identified that the highest 85th percentile speed (the speed at or below, which 85 percent of vehicles travel) is 31.5 mph, which is slightly above the speed limit of 30 mph.

#### Accident Analyses:

Analysis of accidents along the highway network adjacent to the school has been undertaken within the TA for a five year period, ending June 2012. The study area included all roads within a 200m radius of the school.

From the analyses, seven accidents have been identified along the entirety of Belmont Road, including six slight and one serious. Out of seven accidents, three involved pedestrians, one of which classified as serious and four involved vehicles, all classified as slight.

Accidents immediately adjacent to the school involved two pedestrians. One of which classified as slight and another classified as serious. Both accidents were outside of school travel times.

As a result of the accident analyses, it has been demonstrated that there are no established patterns identifying specific road safety issues within the surrounding area of the school or that relate to the school operation and all of the accidents related to road user behaviour.

#### Cycling:

It has been identified within the TA that currently there are no cycle parking spaces provided within the boundary of the site. However, under the development proposals, a total of 12 cycle parking spaces will be provided.

When comparing the proposed cycle parking provision with Transport for London's (TfL) cycle parking standard, it is noted that the TfL standard specifies 1 cycle parking space per 10 staff or pupils, which equates to the provision of either 7 (staff) or 45 (pupil) cycle parking spaces.

However, the TA has considered the provision of cycle parking based on the current mode share at the site, which has identified that only 3.5% of staff cycle to the school and pupils do not cycle at all. Based on the current mode share at the school, this would require the provision of 3 cycle parking spaces once the development has been implemented.

#### Mitigation:

The TA has identified a number of measures to mitigate against the increased parking demand from the dropping off/picking up of pupils and by staff. The mitigation measures will focus on achieving an increase in the existing mode share to encourage a shift away from car use alongside peak spreading, in order to assist in achieving null detriment above the existing operation at the



school.

The proposed mitigation measures will include the expansion of breakfast and after school clubs providing staggered start and end school times, implementation of car sharing initiatives and the promotion of walking and cycling (for staff) initiatives. Additionally, the existing school crossing patrol will be retained and marshalling by school staff will be implemented to monitor activity and to encourage good driver/parking behaviour.

Furthermore, it has been identified that the school has an existing Travel Plan to encourage a modal shift away from private car use to sustainable modes of transport. This will be brought up to date in line with the proposed mitigation measures and the increase in pupil and staff at the school.

Conclusion:

When considering the on street parking assessment in relation to the expansion of the school, it is noted that the local highway network will have available capacity during the morning and afternoon peak periods and will be able to accommodate the additional demand for short stay kerb side parking. Nevertheless, parents that drop off/pick up pupils who require short stay parking will need to apply for a parking permit via the school.

When considering the increased parking demand associated with the increase of staff at the site, it is considered that the mitigation measures that are proposed as part of the Travel Plan will assist in achieving null detriment above the existing staff parking demand, particularly as the school is located within the walking distances as recommended by Transport for London in relation to both bus and rail facilities.

In order to mitigate against the increased parking demand from parents that drop off/pick up children and as a result of additional staff at the school, a number of measures will be provided and implemented within the existing school Travel Plan. It is considered that the proposed mitigation measures will assist in achieving the required shift away from private car use in order to mitigate the demand for additional parking and achieve null detriment above the existing operation of the school.

The TA has identified that there will be an increase of vehicle trips associated with the expansion at the school and as a result, a capacity analysis of the roundabout junction of Chippendale Waye and Park Road has been undertaken. This has indicated that the proposed expansion of the school will have no material impact in relation to capacity at the junction.

Notwithstanding the assessment, it is considered that the analysis is not accurate as numerical errors have been identified. Nevertheless, it is considered that the proposed expansion at the school will not have a significant impact at the junction. Furthermore, it is noted that this junction will be upgraded in relation to the redevelopment of the former RAF Uxbridge site, which will in part, provide increased capacity.

An assessment of vehicle speeds along Belmont Road, adjacent to the school during the school peak periods has been undertaken within the TA. This has demonstrated that speeds are slightly above the speed limit. However, it is considered that this is not significant in terms of highway safety, which is supported by the results of the submitted accident assessment.

When considering the accident assessment undertaken within the TA, it is noted that that there were 7 accidents within the study period along Belmont Road, 6 classified as slight and 1 classified as serious. It is noted that 3 of the identified accidents included pedestrians with 2 occurring adjacent to the school.

However, it is noted that the accidents located adjacent to the school occurred outside of school

travel times and the TA has demonstrated that all of the accidents occurred as a result of road user behaviour. Therefore, it is considered that there are no established patterns identifying specific road safety issues within the surrounding area of the school or that relate to its operation.

From the assessment undertaken in relation to the provision of cycle parking, it is noted that this has been based on the current mode share at the school, which has identified that 3 cycle parking spaces will be required to serve the school on completion of the proposed expansion.

Additionally, it has been identified that the main reason pupils do not cycle to school is that Belmont Road is relatively busy within the morning and afternoon peak periods and as a result, pupils are discouraged from cycling due to concerns in relation to highway safety.

Nevertheless, as the development proposals include the provision of 12 additional cycle parking spaces, it is considered that this will be acceptable and will encourage and accommodate the increased demand for cycling from staff in order to absorb the change in mode share at the school.

In order to mitigate against the predicted parking demand and to encourage the use of sustainable modes of transport, the details of the proposed mitigation measures identified within the TA are required to be included as part of the existing school Travel Plan, which is required to be submitted and approved in writing by the LPA prior to first occupation, which should be provided and implemented under a suitable planning condition/S106 Agreement.

Additionally, a Travel Plan review is required to be undertaken at regular intervals to monitor and if required, update and/or amend the document in order that its aims and objectives are achieved. Therefore, a Travel Plan review should be undertaken and submitted to the LPA for approval at 50% and 100% increase in occupation of additional pupils and staff and this should be covered through a suitable planning condition.

Finally, a condition is required to be imposed on the planning consent requiring a traffic management plan to be provided before commencement of any works at the site, providing details in relation to access (vehicular and pedestrian) and the parking provision for school and contracting staff and the delivery of materials during construction.

#### ACCESS OFFICER

The proposed redevelopment would involve demolition of the existing school buildings and caretakers house.

This site has a gentle slope which falls from east to west by approximately 0.5 metres across the site. The level difference would be accommodated by a slope no greater than 1:60. It is assumed that level access would be achieved to all entrances; however, this would need to be clarified.

The new building would be designed to comply with Building Bulletin 99. A single storey block would accommodate the nursery and reception children in open plan learning environment with various areas for smaller groups.

Internal staircases will be designed to accord with the requisite building regulations and a four person passenger lift is proposed within the 2 storey element.

The design incorporates four toilet cubicles designated for use by disabled people. However the facilities proposed within the north end of the building (in the vicinity of 'early years resources' and within the changing rooms) appear not to meet the required internal dimensions of an accessible toilet. To this end a minimum cubicle size should be amended to 2200 mm x 1500 mm wide.

Given that the school building would be new, its design should be exemplary in terms of meeting the needs of disabled people and to support their integration into mainstream education. It is recommended therefore that the room identified as 'Sen/MI' is designed and specified to accord with 'Changing Places' criteria. The sick bay should be located in a separate area, outside of the changing facility intended for use by disabled children with everyday complex personal care support requirements.

Whilst it is noted that refuge areas have been included in the design, the multipurpose/parents rooms should be designated a refuge, as should a Year 4 classroom at the opposite end. Such provisions are considered necessary as the school will be fully accessible and likely to attract a higher proportion of disabled children. An emergency evacuation plan should be produced to ensure adequate physical building features are incorporated and suitable to support the protocols needed to safeguard those unable to evacuate using a staircase.

Conclusion: no objection is raised providing the above issues are incorporated or conditioned.

#### SUSTANABILITY OFFICER

No objections are raised to the proposals subject to them being carried out in accordance with the submitted plans notably:

- The energy statement (Mace, June 2012).
- Roof Plan showing PV panels (dwg 8225 A 116 B)
- Landscape Proposals showing bird and bug boxes (dwg 294.12.2C)

#### TREES/LANDSCAPING OFFICER

There are many trees on and close to the site. The trees form large-scale linear landscape features close to the front, side (western) and rear side boundaries of the site, and provide a setting for the school building. The tree belt on the road frontage is a prominent feature in the street-scene and provides something of a buffer between the school and the residential properties nearby. However, some of the roadside trees, at the eastern side of the site, are in poor condition or decline, and will probably have to be removed in any event. The tree belt on the western boundary includes an area of trees (urban woodland) on the Sainsbury's site, which together with the tree belt at the rear of the site provides a deciduous screen and buffer. In terms of Saved Policy BE38, the groups of trees are landscape features of merit that should be retained and utilised as part of the redevelopment of the school site. This natural asset is, therefore, a constraint. Any redevelopment proposals should also include landscaping proposals to reinforce the existing features and replace trees lost as part of the scheme.

The application includes a lot of tree-related and landscaping information and plans. This package includes a tree survey and report, and an arboricultural impact assessment incorporating a method statement for the demolition of the existing school buildings and the construction of the new school, which is based on the recommendations of BS 5837:2012. It also includes details of tree protection (also following the BS 5837 guidelines) and landscaping, which have been revised while the application was under consideration.

The proposed development retains the bulk of the trees on the road frontage of the site. Several trees located at the front of the site will be removed, but these are in poor condition and/or are small and are not significant features in the local landscape. Ten other middle-aged trees, located close to the western boundary of the site, will be removed to facilitate the development of the new school building, but the woodland on the adjoining Sainsbury's site will remain as a buffer and screen.

The plans for the demolition of the existing buildings and the design of the scheme, including foundations, site access and construction traffic, landscaping works, etc., make adequate provision for the protection and long-term retention of the majority of the trees. The landscaping proposals include additional tree planting, and will reinforce the existing linear features and buffers, and provide a high quality setting for the new school buildings. In that context, there is no objection to the loss of several trees to facilitate the redevelopment of the site.

Notwithstanding the above the following additional information is required:

1. The tree protection plan (TPP) should show fencing on all sides of the trees at the front of the site, in particular alongside the construction access / new main entrance (trees 1 and 2) and near to trees 13 and 14, and should allow for the various phased works across the site and for new drain runs through the protected areas at the front of the site. i.e the plan should where necessary show the temporary relocation of the fencing.
2. The retention of the tree (no. 69) at the side of the new car park is not feasible because of the levels / retaining wall, lighting / cables and hard-standing in its root protection area. The plans should be amended to show this tree removed and a new tree in its place.
3. There does not appear to be sufficient working space between the protective fencing (for trees 42 and 43) and front of the new single-storey (curved) building.
4. Existing and proposed services (other than drains) need to be shown (ie, water, electricity, gas, BT).

Officer comment:

Amended plans have been provided which address points 1 and 3. They also show the removal of tree 69 but do not show its replacement. Plans showing services have been provided. However, it is unclear whether these are existing or proposed and, as such, clarification is required. Replacement tree planting and details of services will be required by way of condition should approval be granted.

## ENVIRONMENTAL PROTECTION UNIT

Air Quality:

The proposed development is within an Air Quality Management Area (AQMA). However, it is in an area which is currently unlikely to be exceeding the European Union limit value for annual mean nitrogen dioxide (NO<sub>2</sub>) based on 2011 air quality modelling carried out by CERC for the London Borough of Hillingdon. The following was noted about the site from the baseline air quality assessment and the submitted information:

- Impacts from the Sainsbury's car park adjacent to the site were discounted as the number of cars using that section of the car park was small (the car park is also at a lower level than the school);
- The railway line was not considered as a source as it is an electrified line;
- The annual average daily traffic flows for Belmont Road for 2010 was less than 10,000 (7,527);
- The building on site is not up against the boundary of the site on Belmont Road and will be naturally ventilated; and
- The play areas are located away from the site boundary on Belmont Road.

The baseline air quality assessment appears to be conservative and indicates there is a slight NO<sub>2</sub> exceedance at the boundary of the site (3.5m from Belmont Road). However, the site does not appear to be unsuitable for a school from an air quality point of view. Based on the proposed site plan, it appears a part of the new building overlaps with the existing building on site and is approximately 9m away from the site boundary. Therefore, no specific pollution protection measures appear to be necessary.

Energy - It is noted the Energy Statement recommends the use of photovoltaics as the base loads and space required for CHP/biomass is not available at the site. The sustainability measures include use of low NOx boilers which are also referred to in the BREEAM 1 and 2 documents, and the latter indicates NOx emissions of 35mg/kWh.

- Transport - The Transport Assessment needs to address the possible measures that can be taken to adequately mitigate the likely increase in air pollutants as a result of the proposed development generating additional vehicle movements. It recommends the use of school Travel Plans. This is encouraged as a means of mitigating against the additional NOx. The adoption of a 'no idling' policy on school premises, including in front of the school along Belmont Road is encouraged.

Contamination:

The former land use at the site was allotments based on Ordnance Survey historical map data. Prior to this it was shown as open fields. There is a small possibility of contamination at the site based on the allotment use. Therefore, it is recommended that a condition is attached to require the testing of site derived and imported soils, prior to occupation of the building.

Noise:

No noise survey is required. The proposed building would need to comply with the requirements of Building Bulletin 93: Acoustic Design for Schools. An informative to this effect should be attached should approval be granted.

Construction Phase:

During the demolition of existing buildings the site area should be protected within debris screens as a measure against dust particles escaping to neighbouring areas. Water sprays and dousing jets should also be used to keep airborne transmission of particles to a minimum.

Demolition materials shall be removed from the site as soon as is practicable and prolonged storage of debris shall be avoided. Appropriate measures should also be taken to reduce wind exposure to the debris. All vehicles removing demolition materials shall be adequately covered to prevent dust escape.

Vehicular Activity:

Measures should be taken to prevent site deliveries and vehicular movements outside the specified working times. Vehicles waiting to enter or leave the site must switch off their engines.

Working hours:

All construction work should be carried out between the hours of 08.00 - 18.00 Monday to Friday and 08.00 - 13.00 on Saturdays. No work should take place on Sundays and Public Holidays.

OFFICER COMMENT:

Comments relating to contamination are noted and can be addressed by way of condition should approval be granted.

With regard to comments regarding construction and working hours, these are dealt with by Environmental Health legislation. Accordingly, it is recommended that standard informatives are added regarding these issues.

**7. MAIN PLANNING ISSUES**

**7.01 The principle of the development**

Policy R10 of the Council's Unitary Development Plan Saved Policies (September 2007) seeks to encourage the provision of enhanced educational facilities across the borough, stating:



"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools. It states:

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

The statement clearly emphasises that there should be a presumption in favour of the development of schools and that "Local Planning Authorities should make full use of their planning powers to support state-funded schools applications."

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand.

Notwithstanding the above mentioned policies, which seek to encourage educational development, it should be noted that the proposed development would result in loss of part of the playing field, albeit this would be in order to provide a multi-use games area (MUGA)/new hard play area. Paragraph 74 of the National Planning Policy Framework states that:

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:



- an assessment has been undertaken which has clearly shows the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

In this instance, Sport England have objected to the proposals on the basis that insufficient information regarding the specification of the proposed MUGA has been provided to demonstrate that this would sufficiently offset the loss of the playing field. The applicant has since provided a more detailed plan which confirms that an approximately 3.5m by 2.6m MUGA, capable of accommodating a range of games including football, netball or basketball, and finished in a light pink polymeric surface, will be provided. It would be bounded by fencing with a maximum height of 3.5m. Sport England have been reconsulted on the amended plan. However, to date no response has been received. Nevertheless, it is anticipated that the details provided will be sufficient to overcome Sport England's objection and this is reflected in the recommendation which seeks delegated powers for the Head of Planning, Sport and Green Spaces to approve the scheme once these issues are resolved.

It should be noted that the site accommodates a single-storey bungalow which, it is understood, is currently used as ancillary teaching space. However, it formerly housed the school's caretaker. No application has ever been received for the change of use of the property and it is unclear when that change of use took place, although the school have advised that it was a few years ago. Accordingly, the authorised planning use is considered to be as a residential dwelling.

UDP policies H2 and H3 seek to resist the loss of existing residential units. Policy H2 states that the Council will not normally grant planning permission for the change of use of residential units to other uses. Policy H3 states that:

"The loss of residential accommodation (which could be occupied with or without adaptation) will only be permitted if it is replaced within the boundary of the site. An increase in residential accommodation will be sought, subject to other policies in the plan."

Whilst there are no proposals to replace the accommodation on site it should be noted that this year the school's nursery, which was previously located at Lancaster Road, only approximately 300m away, was relocated onto the school site. Whilst currently located in a temporary classroom unit, once complete it will be accommodated within the new school. The relocation of the nursery vacated a site known as the 'Hermitage School Nursery and Lancaster Centre Site.' A planning application (ref: 68164/APP/2011/2711) for alterations and conversion of the existing Lancaster Centre building into 7 self-contained flats and the demolition of the existing Hermitage Nursery building to provide a two storey block comprising 12 flats with associated car parking and landscaping was approved at the Council's Central and South Planning Committee on 14/08/12, subject to the signing of a S106 agreement.

It is considered that, given the existing caretaker's house has not been used for residential use for a number of years and that due to the location of the property on a school site it is unlikely to be suitable for residential use not related to the school, that the provision of 19 residential units at Lancaster Road, in such close proximity to the school, is more than sufficient to offset the loss of the caretaker's bungalow in this instance.

The site does not fall within the Green Belt and has no other specific designations. The proposals are considered to comply with relevant local, regional and national planning policy relating to educational uses. The educational need and provision of 19 new residential units in close proximity to the site are considered sufficient to offset the loss of residential accommodation at the site. Whilst Sport England have raised concerns, it is considered that these could be overcome through the provision of a high specification MUGA. Accordingly, no objections are raised to the principle of the development subject to resolution of the issues raised by Sport England and the proposal meeting site specific criteria.

#### **7.02 Density of the proposed development**

Not applicable to this type of development.

#### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Listed Buildings within the vicinity.

Notwithstanding the above, it should be noted that the opposite side of Belmont Road falls within the North Uxbridge Area of Special Local Character. The existing school buildings are in poor condition and of no architectural merit. It is considered that the proposed scheme, which will be of a modern contemporary design, retains the majority of trees at the front of the site and enhances landscaping around the school entrance will enhance the street scene in this location and the visual amenities of the North Uxbridge Area of Special Local Character which lies opposite. Notably, the Council's Conservation and Urban Design Officer has raised no objections.

#### **7.04 Airport safeguarding**

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on a development of this nature in this location.

#### **7.05 Impact on the green belt**

Not applicable. There is no Green Belt land within the vicinity of the site.

#### **7.07 Impact on the character & appearance of the area**

The site falls on the edge of a predominantly residential area, largely characterised by two-storey detached properties to the north west and north east, and on the edge of Uxbridge Town Centre to the south, which is characterised by larger scale developments, including the large adjacent Sainsbury's Supermarket and car park. Belmont Road slowly inclines away from the town centre and there is a significant level change between the school site and the adjacent supermarket.

The wing of the proposed building fronting Belmont Road would be set back from the road behind a landscaped frontage and would be single-storey, stepping back to one and a half storey in height. It is considered that this would be in keeping with the height and scale of surrounding development including the two-storey residential properties to the north east of the site and on the opposite side of Belmont Road.

It is considered that the proposed building, which will replace the existing 1960s prefabricated school building, which is dated and in relatively poor condition, in addition to landscaping enhancements in front of the site, will contribute positively to the visual amenities of the Belmont Road street scene and surrounding area.

The two-storey wing, which would run parallel with the site's south west boundary would be set further back from the street scene behind a small single-storey element, a landscaped area and existing mature trees. It is not considered that this would have any detrimental visual impact when viewed from Belmont Road. However, due to its location

on the site boundary and the significant change in levels between this and the adjoining supermarket site some views of the two-storey wing would be visible behind Sainsburys from York Road to the south. Notwithstanding this, given the distance, existing tree screening and that the proposed school would be seen in context with surrounding development, including the large scale supermarket, it is not considered that it would appear as overly prominent or have such a significant detrimental impact on the character or appearance of the surrounding area so as to justify refusal.

Notably, planning permission (ref: 39439/APP/2011/738) was granted for a large two-storey extension and a car parking deck, in addition to ancillary development, at Sainsburys in March 2011. The proposed extension would occupy the northern most corner of the supermarket site, immediately adjacent to the school boundary. If built, this would significantly screen the school building in longer distance views from York Road.

#### **7.08 Impact on neighbours**

The site is bounded by residential properties in Belmont Road and The Hermitage to the north east. Nevertheless, the proposed building, which would have a maximum height of two-storeys, would be located in the south west corner of the site. The two-storey element would be located adjacent to the south west boundary, approximately 55m from the boundary with the nearest residential property. The nearest part of the single-storey element would be approximately 20m away from the north east boundary. Accordingly, it is not considered that the proposed building would have any detrimental impact on residential amenity in terms of overlooking, loss of privacy or loss of light.

In terms of the MUGA, this would be located adjacent to the boundary. The drawings indicate that the fence would have a total height of 3.5m (including a 1.7m high retaining wall). Given the change in levels, this will be approximately 1.8m when viewed from adjoining properties. It is not considered that this would have any detrimental impact on residential amenity. However, given the change in levels, the height from within the MUGA will be 3.5m, which should be more than sufficient to stop balls going over boundaries.

The submitted Design and Access Statement confirms that the school have agreed in principle, to community use of the MUGA. No further details are provided. Whilst no objections are raised to this in principle, given the close proximity to residential properties it is recommended that conditions regarding hours and lighting are attached, should approval be granted, to ensure that the use of the MUGA does not have an unacceptable impact on residential amenity in terms of noise and disturbance.

It should be noted that additional landscaping is proposed along the north west boundary which will provide additional screening between the school and adjoining residential properties.

#### **7.09 Living conditions for future occupiers**

Not applicable to this type of development.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The expanded school would have a total of approximately 460 pupils, 60 nursery pupils (in two sessions) and approximately 70 staff.

The existing school has parking provision for staff and visitors only. No parking is provided for parents during pick-up/drop-off and, as is typical of most school sites, parents use surrounding roads for this. It is proposed to provide a total of 24 parking spaces (including three disability standard spaces) for use by staff only. The existing school has 8 formally marked out parking spaces and an informally used area capable of

accommodating approximately 5 - 7 cars depending on how they're parked. Therefore, this represents an increase of approximately 9 - 11 spaces.

The applicant has submitted a Transport Assessment in support of the planning application.

Based on current trip generation data, and a total increase of 240 pupils and 36 staff, the Transport Statement suggests that up to 102 additional two way car trips will be generated by parents during peak drop-off and pick-up times. It concludes that whilst this will create an increased demand for short-term parking in the surrounding roads, there is sufficient on-street parking capacity for this. Furthermore, the surrounding streets are within parking management areas and, as such, permits would be required for any parents wishing to park nearby. It is likely this would deter some parents from travelling by car.

An assessment of junction capacity has also been carried out which demonstrates that the proposed development would not result in an unacceptable impact on any nearby road junctions or roundabouts.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly. Accordingly, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified.

In terms of staff travel this is unlikely to occur during peak times as the majority of staff arrive before and depart after peak pupil start/finish times. Accordingly, it is not considered that the additional trips generated by staff would lead to a significant demand for additional parking or have any significant impact on the highway network.

Whilst it is not considered that the proposed development would have any significant impact on the surrounding highway network, the Transport Assessment recommends that a robust Green Travel Plan is adopted by the school to encourage use of more sustainable modes of travel and ensure that the proposed development has very limited impact on the surrounding highway network. This would not only encourage walking and cycling to school, and use of public transport, but would encourage the use of before and after school clubs and staggered start times at the school to help spread the peak demand for parking and the impact on the highway network.

In terms of cycle parking facilities it is proposed to provide facilities for the parking of 12 bicycles. Transport for London's Cycle Parking standards require 1 space to be provided per 10 staff or pupils. In this instance it is noted that the school currently has no cycle parking facilities and do not actively encourage pupils to cycle due to the busy nature of surrounding roads. Accordingly, it is considered that such facilities will be more attractive to staff and that 12 is sufficient in this instance. Notably the Council's Highway Engineer has raised no objections in this respect.

Whilst some product information has been provided relating to the cycle shelter, it is unclear which option is proposed. Accordingly, it is recommended that a condition requiring full details is attached should approval be granted.

It is not considered that the proposed development would result in such an increase in parking demand or detrimental impact on the highway network that refusal could be justified. However, it is recommended that a condition be attached to require the submission of a Green Travel Plan to encourage the use of more sustainable modes of

travel to/from the school. Notably the Council's Highway Engineer has raised no objections subject to conditions.

#### **7.11 Urban design, access and security**

This has been partly addressed in part 7.03 of the report. The size, scale, height and design of the proposed building is considered to be acceptable in this location and would positively contribute to the Belmont Road street scene.

The modern design and use of a range of materials including red brick, buff concrete and timber cladding adds variation and interest to the building and the layout is logical and makes best use of a relatively constrained site. Whilst the building would be visible in longer distance views to the south, it is not considered that it would appear as so dominant that refusal could be justified. Notably if a recent planning permission for the extension of the adjacent Sainsburys Supermarket is implemented it would be significantly screened from view. Nevertheless, the Council's Urban Design/Conservation Officer has recommended the use of some lighter coloured cladding at first floor level to reduce the visual impact of the proposed building and a condition has been attached in this regard.

It is considered that the proposed building would be in keeping with the character and appearance of the surrounding area and would enhance the visual amenities of the school site and Belmont Road street scene. Notably, no objections have been raised by the Council's Urban Design/Conservation Officer subject to conditions regarding materials.

#### **7.12 Disabled access**

The applicant's Design and Access Statement confirms that whilst there is a small level change across the site, level access would be provided to the building via shallow slopes and/or ramps where necessary.

Lift access would be provided to first floor level and disabled WC facilities would be provided throughout the building in addition.

The Design and Access Statement confirms that the proposals will comply with Part M of the Building Regulations and the requirements of the Council's Supplementary Planning Document: Accessible Hillingdon.

Notably, the Council's Access Officer has raised no objection to the proposals subject to conditions regarding the size of a disabled WC facility and partitioning of the Special Educational Needs (SEN)/sick bay facility.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this type of development.

#### **7.14 Trees, landscaping and Ecology**

The majority of trees in and around the school site, including those at the front of the site and along Belmont, which are particularly important to the visual amenity of the surrounding area, would be retained. Where it is necessary to remove trees either due to their poor condition or to enable the development replacement tree planting would be provided.

The majority of replacement tree planting would take place at the front of the site and along the school's north east boundary, which is considered to be appropriate. To the south west, whilst trees would be removed along this boundary, the scheme would still benefit from screening provided by trees on the adjacent site.

In addition to replacement tree planting, it is proposed to provide a landscaped play



areas within the school grounds, and enhance landscaping at the front of the site. It is considered that this will enhance the visual amenities of the school site, including its frontage onto Belmont Road, and the surrounding area. Notably, the Council's Trees/landscape Officer has raised no objections subject to conditions regarding servicing and replacement planting.

#### **7.15 Sustainable waste management**

The plans indicate that refuse storage facilities will be provided towards the south west corner of the site. These would measure approximately 7.4m by 1.8m by 1.5m high and would be brick built to match the school building. They would be capable of accommodating up to six refuse/recycling bins. Access would be via the existing vehicular access off Belmont Road. The proposed facilities are considered to be acceptable in this instance. However, it should be noted that the school ultimately has discretion over which waste management methods are used on site.

#### **7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 25% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement, a Sustainability Checklist and a BREEAM 2011 New Construction Assessment Report to demonstrate how the London Plan objectives will be met.

It confirms that the proposed building will achieve a 25% reduction in CO2 emissions over part L of the Building Regulations and that it will achieve a BREEAM rating of at least 'Very Good' and potentially 'Excellent.'

In addition to energy efficient building measures such as ensuring the building is well insulated, use of under floor heating, energy efficient lighting, natural ventilation, etc, photovoltaic panels would be provided on the roof of the building to provide a portion of the sites energy needs through the use of a renewable energy. Furthermore, a green roof would be provided on part of the building, which would help to improve its energy efficiency. An electric vehicle charging point would also be provided.

These measures would achieve a 25% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements. Notably, the Council's Sustainability Officer has raised no objections.

#### **7.17 Flooding or Drainage Issues**

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. In accordance with the requirements of that policy rainwater harvesting systems, used to flush toilets, would be incorporated into the scheme. Green roofs with the ability to store water would also be provided in addition to a small attenuation tank. Notably the Council's Flood Risk/Drainage Officer has raised no objections.

#### **7.18 Noise or Air Quality Issues**

Noise:

It is not considered that the proposed development would result in any significant increase in levels of noise from the site over the existing use. Notably, the school building would



be located on the opposite side of the site to the nearest residential properties and the playground and playing field would remain in a similar location as to where they are now. The MUGA, whilst located adjacent to the boundary with residential properties, would be predominantly used by the school during the day and would be no noisier than the existing use of the playground. Conditions would be attached to control its use outside school hours. Accordingly, it is not considered that the development would result in a significant increase in noise which could have a detrimental impact on residential amenity.

In terms of the impact of surrounding development on the school Belmont Road and the adjacent London Underground railway line are likely to have the greatest impact. However, the building would be built to modern design standards and thus would be better insulated than the existing school.

It should be noted that the building's design must comply with the requirements of the Department for Education's Building Bulletin 93: Acoustic Design in Schools. Officers in the Council's Environmental Protection Unit have raised no objections on this basis and confirmed that there is no requirement for any conditions.

#### Air Quality:

The site falls within an Air Quality Management Area. Nevertheless, it is not considered that the proposed development would lead to such an increase in traffic to the site that it would have any significant impact on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this regard.

### **7.19 Comments on Public Consultations**

Points (i), (ii), (iv) and (v) are addressed in the report.

Point (iii) raises concerns over the location of some tyres on the school's playing field. It is unclear what the school's intention regarding these is. However, their placement here (which appears to be temporary) is not a material planning consideration.

### **7.20 Planning obligations**

Not applicable to this development. As the development is for educational use it would not necessitate a contribution towards the Mayoral Community Infrastructure Levy.

### **7.21 Expediency of enforcement action**

Not applicable.

### **7.22 Other Issues**

#### Contamination:

Officers in the Council's Environmental Protection Unit have advised that there may be some limited contamination present at the site. Accordingly, a condition regarding soil testing is recommended. This would be attached if approval is granted.

## **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The

specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

The proposed development is considered to fully comply with local, regional and national planning policies relating to the provision of new and/or enhanced educational facilities. However, in compliance with policies which seek to prevent the loss of playing fields, it is necessary for the applicant to demonstrate that the proposed MUGA will offer sporting benefits to the site sufficient to offset the loss of the playing field. Sport England have objected on the basis that insufficient detail relating to the specification of the MUGA has been provided. The applicant has provided additional plans, however, a response from Sport England is still awaited.

The proposed development is considered to enhance the visual amenities of the school site and the Belmont Road street scene and would be in keeping with the character and appearance of the surrounding area. It would not have any significant detrimental impact on the amenity of the nearest residential occupants and would not result in such an increase in traffic or parking demand such that it would have an unacceptable impact on the surrounding road network.

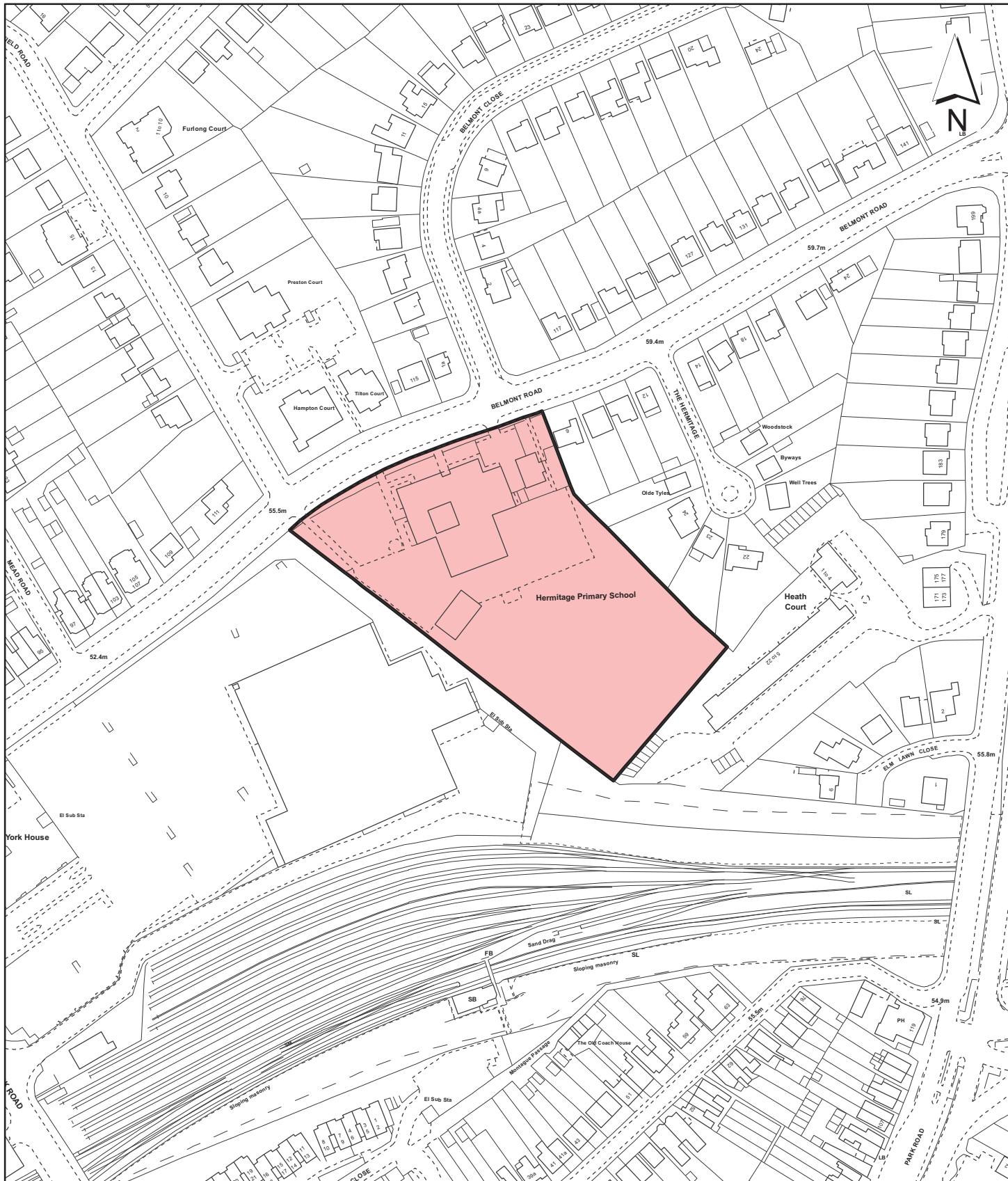
Subject to resolution of the issues raised by Sport England, the proposal is considered to be acceptable. Accordingly, it is recommended that delegated powers be given to the Head of Planning, Sport and Green Spaces to approve planning permission subject to the receipt of no objection from Sport England.

#### **11. Reference Documents**

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan 2011  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
National Planning Policy Framework (NPPF)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon  
Hillingdon Supplementary Planning Document: Residential Layouts

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230



**Notes**

 Site boundary

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Site Address

**Hermitage Primary School  
 Belmont Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**3345/APP/2012/2036**

Scale  
**1:2,000**

Planning Committee  
**Central and South**

Date  
**November 2012**



**HILLINGDON**  
 LONDON

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government (Access to Information) Act 1985 as amended.

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of the Local Government (Access to Information) Act 1985 as amended.

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# Plans for Central & South Planning Committee

## 29th November 2012



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

## Report of the Head of Planning & Enforcement Services

**Address** THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

**Development:** Outline planning application for a mixed use development of the Old Vinyl Factory site, including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.

**LBH Ref Nos:** 59872/APP/2012/1838

<b>Date Plans Received:</b>	27/07/2012	<b>Date(s) of Amendment(s):</b>	11/10/2012
<b>Date Application Valid:</b>	27/07/2012		19/11/2012
			27/07/2012
			16/11/2012
			20/11/2012

Planning Application Boundary  
 Other land in the Applicant's control

To be read in conjunction with the Development Specification that forms part of the application.



PURPLEXED LLP

The Old Vinyl Factory  
 Planning Application Boundary  
 0157  
 0001  
 11/16/17/20/00  
 BMCL LL





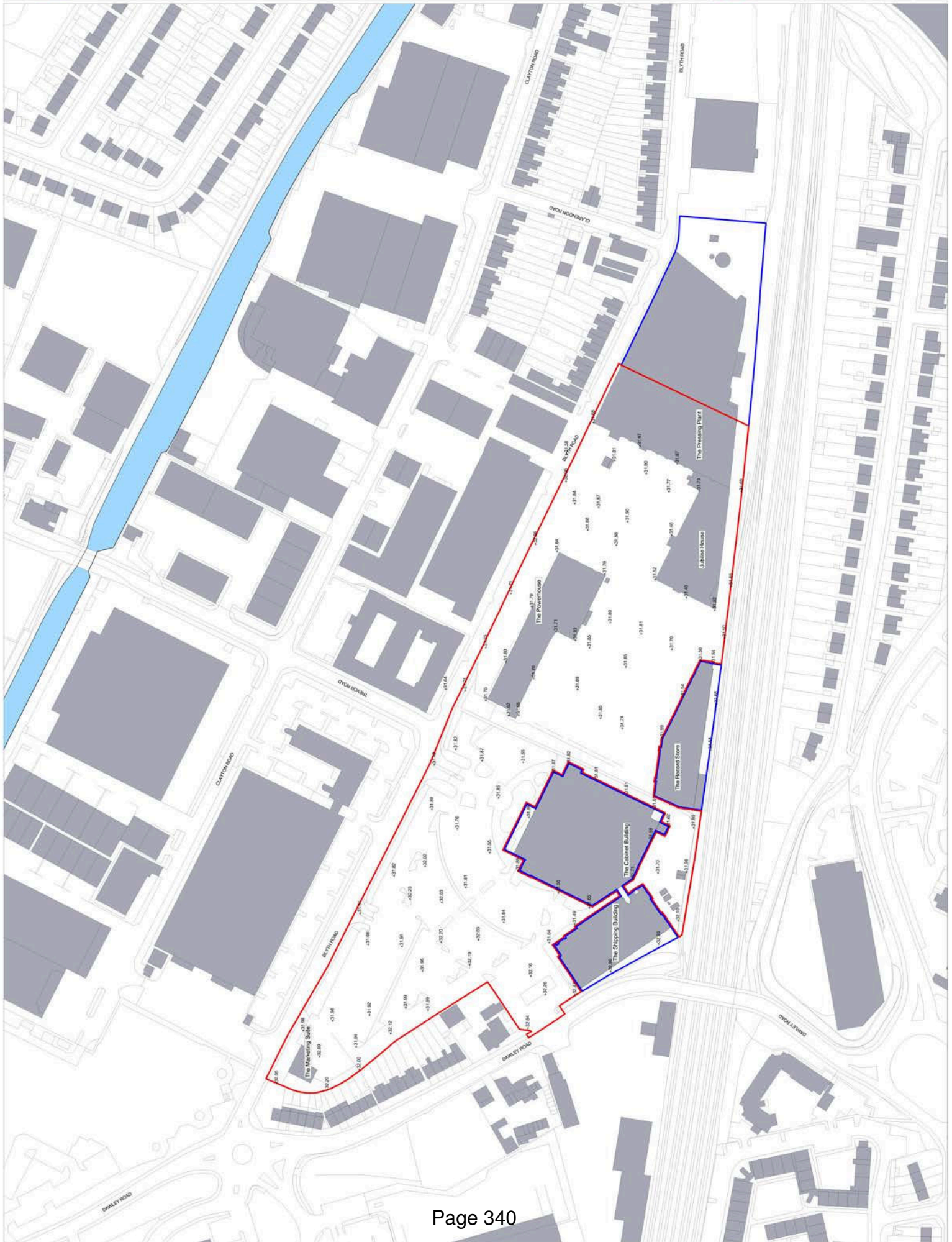
Planning Application:  
 Boundary  
 Other land in the Applicant's control  
 Existing ground levels

To be read in conjunction with the  
 Development Specification that  
 forms part of the application.



PURPLEXED LLP

The Old Vinyl Factory  
 Macclesfield  
 Planning Part 02  
 Existing Ground Levels  
 0157  
 Planning  
 0002  
 11/000 (1/0000)  
 26/07/2012  
 BACPL  
 LL





- Planning Application Boundary
- Other land in the Applicant's control
- Maximum pool extent
- Retained ground levels in metres AOD
- Proposed ground levels in metres AOD
- Proposed lowest finished ground level in metres AOD

Note:  
 1. Existing and proposed ground levels are subject to a tolerance of  $\pm 0.25m$ .

Consent Note:  
 Street layouts are for information only. For a full planning application please refer to Parameter Plan 15: Access, Circulation & Streets.

To be read in conjunction with the other documents that form part of the application.

**sew**  
 SOUTHWATER  
 WASTE WATER TREATMENT PLANT

**PURPLEXED LLP**

The Old Vinyl Factory  
 Mill Lane  
 Marple  
 Manchester  
 M19 2JG

Parameter Plan 07:  
 Proposed Ground Levels  
 0157  
 PLANNING  
 Drawing No: 01  
 Revision: 01  
 Date: 11/06/2020  
 Project No: 26/07/2012

Sheet: BAC/L  
 Scale: 1:1









**Planning Application Boundary**  
 Other land in the Applicant's control  
 Existing building to be development work undertaken  
 Existing building to be development work undertaken  
 Museum extent of development work undertaken  
 Museum extent of development work to be demolished

Notes:  
 The extent of the development is dependent on location and conditions of structure in the vicinity of the site. It is subject to a detailed survey to be undertaken by the Applicant in consultation with the existing buildings to be demolished and the location of the building elements.  
 To be read in conjunction with the Development Specification that forms part of the application.


**PURPLEXED LLP**

The Old Vinyl Factory	
Museum	
Planning	
0157	00
0003	00
11/000 (15/000)	26/07/2012
BMCL	LL





- Planning Application
- Boundary
- Area to be Affected
- Proposed residential use
- Proposed A use
- Proposed B use
- Proposed D use
- Proposed Energy Centre
- Proposed Car Park
- Proposed Plant
- Proposed ground level
- Proposed surface use

SUBMITTED FOR  
PLANNING  
PROPOSALS  
ONLY

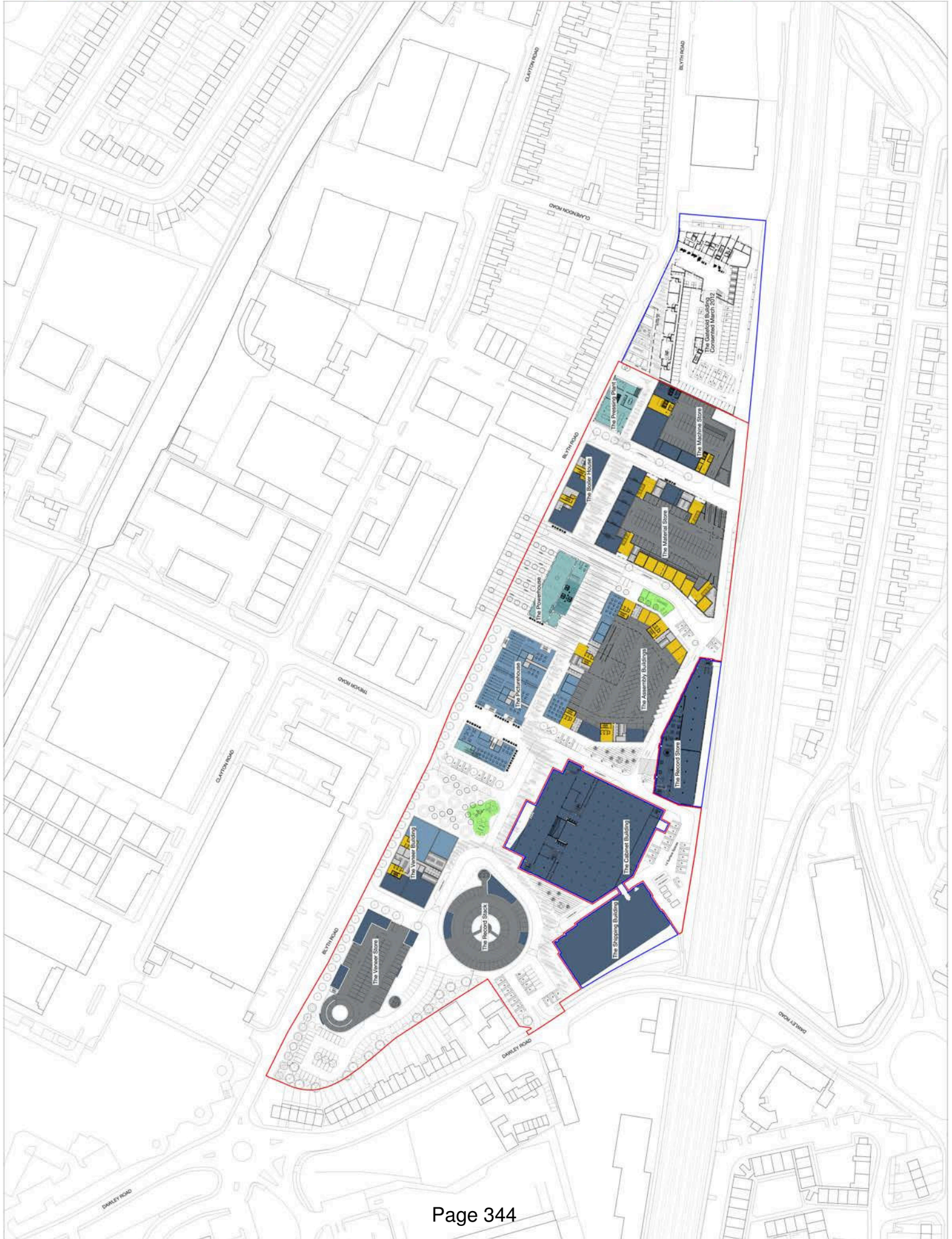
Notes:  
Proposed analysis uses include:  
- parking  
- storage  
- waste  
- plant

Scale	1:1000
North Arrow	North
Author	SEW
Client	PURPLEXED LLP



PURPLEXED LLP

The Old Vinyl Factory	
Macclesfield	
Illustrative Ground Level Plan	
Project Number	0157
Revision	03
Date	26/07/2012
Author	LL













- Planning Application
- Boundary
- Boundary controlled
- Proposed Car Park
- Proposed stacked amenity space
- Proposed roof level amenity space
- Proposed podium level amenity space
- Proposed extensive green roof
- Proposed surface water

SUBMITTED FOR  
PLANNING  
PURPOSES  
ONLY

**sew**  
Sustainable  
Environment  
Waste  
Water

Client: **PURPLEXED LLP**

The Old Vinyl Factory Macclesfield	
Illustrative Floor Plan	
Project Number	0157
Revision	02
Drawing No.	11000 (1:5000)
Date	26/07/2012
Author	BM/CL
Checker	LL





- Planning Application Boundary
- Other land in the Applicant's control
- Maximum plot extent
- Maximum extent at upper levels
- Proposed upper floor
- Maximum extent of upper levels attached terraces in the Veneer Building



**Note:**

1. Upper floor uses are above specified on Parameter Plan 05: Proposed Lower Floor Uses
2. Use classes specified exclude car parking, assembly plant, points, which are also permitted, assigned to the other parameter plans.
3. Car park use is specified only where this is the predominant use.

**General Note:**  
Street layouts are for full definition of street parameters. Please refer to Parameter Plan 05, Creation & Sheets.  
To be read in conjunction with the Development Specification that forms part of the application.

**sew**  
Sustainable Water Solutions

**PURPLEXED LLP**

**The Old Viny Factory**  
Macclesfield

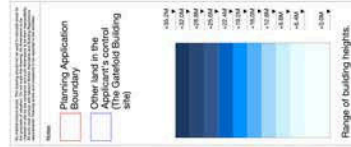
Parameter Plan 06:  
Proposed Upper Level Uses  
0157  
PLANNING  
0006  
01  
11/000 (1/0000)  
26/07/2012  
BACPL  
LL

Scale: 1:1000  
North Arrow









Note:  
 1. Maximum building heights are specified on Parameter Plan 04. The maximum height is the maximum proposed lowest finished ground level. For more information, please refer to Parameter Plan 07: Proposed Ground Levels.  
 2. Maximum building heights include pop-ups and pitched feature roofs.  
 3. Maximum building heights are specified on Parameter Plan 04. The maximum height is the maximum proposed lowest finished ground level. For more information, please refer to Parameter Plan 07: Proposed Ground Levels.  
 4. Maximum building heights include pop-ups and pitched feature roofs.  
 5. Maximum building heights are specified on Parameter Plan 04. The maximum height is the maximum proposed lowest finished ground level. For more information, please refer to Parameter Plan 07: Proposed Ground Levels.  
 6. Maximum building heights include pop-ups and pitched feature roofs.  
 7. Maximum building heights are specified on Parameter Plan 04. The maximum height is the maximum proposed lowest finished ground level. For more information, please refer to Parameter Plan 07: Proposed Ground Levels.  
 8. Maximum building heights include pop-ups and pitched feature roofs.  
 9. Maximum building heights are specified on Parameter Plan 04. The maximum height is the maximum proposed lowest finished ground level. For more information, please refer to Parameter Plan 07: Proposed Ground Levels.  
 10. Maximum building heights include pop-ups and pitched feature roofs.  
 11. Maximum building heights are specified on Parameter Plan 04. The maximum height is the maximum proposed lowest finished ground level. For more information, please refer to Parameter Plan 07: Proposed Ground Levels.  
 12. Maximum building heights include pop-ups and pitched feature roofs.  
 13. Maximum building heights are specified on Parameter Plan 04. The maximum height is the maximum proposed lowest finished ground level. For more information, please refer to Parameter Plan 07: Proposed Ground Levels.  
 14. Maximum building heights include pop-ups and pitched feature roofs.  
 15. Maximum building heights are specified on Parameter Plan 04. The maximum height is the maximum proposed lowest finished ground level. For more information, please refer to Parameter Plan 07: Proposed Ground Levels.

Street layouts are for information only. For a full set of street layouts, please refer to Parameter Plan 15: Access, Circulation & Streets.  
 The drawing is provided as a guide only. It is not intended to be used for construction. Please refer to Parameter Plan 15: Access, Circulation & Streets for more information.  
 To be read in conjunction with the accompanying Specification and the drawings of the application.

The Old Vinyl Factory  
 Masterplan  
 Planning Application 0157  
 Planning No. 0011  
 Date: 11/000 (15/000) 26/07/2012  
 County: LL

**sew**  
 SOUTHWEST WATER  
 PURPLEXPED LLP











- Planning Application:**
- Boundary
  - Other land in the Applicant's control
  - Maximum lower level plot height
  - Maximum upper level plot height
  - Maximum distance in meters to be maintained between building footings
  - Proposed extent of proposed residential elevation
  - Maximum extent of upper levels projecting above levels in the Verger Building

**Note:**

1. Distances are exclusive of balconies
2. Proposed extent of residential fenestrated elevation excludes non visually permeable openings

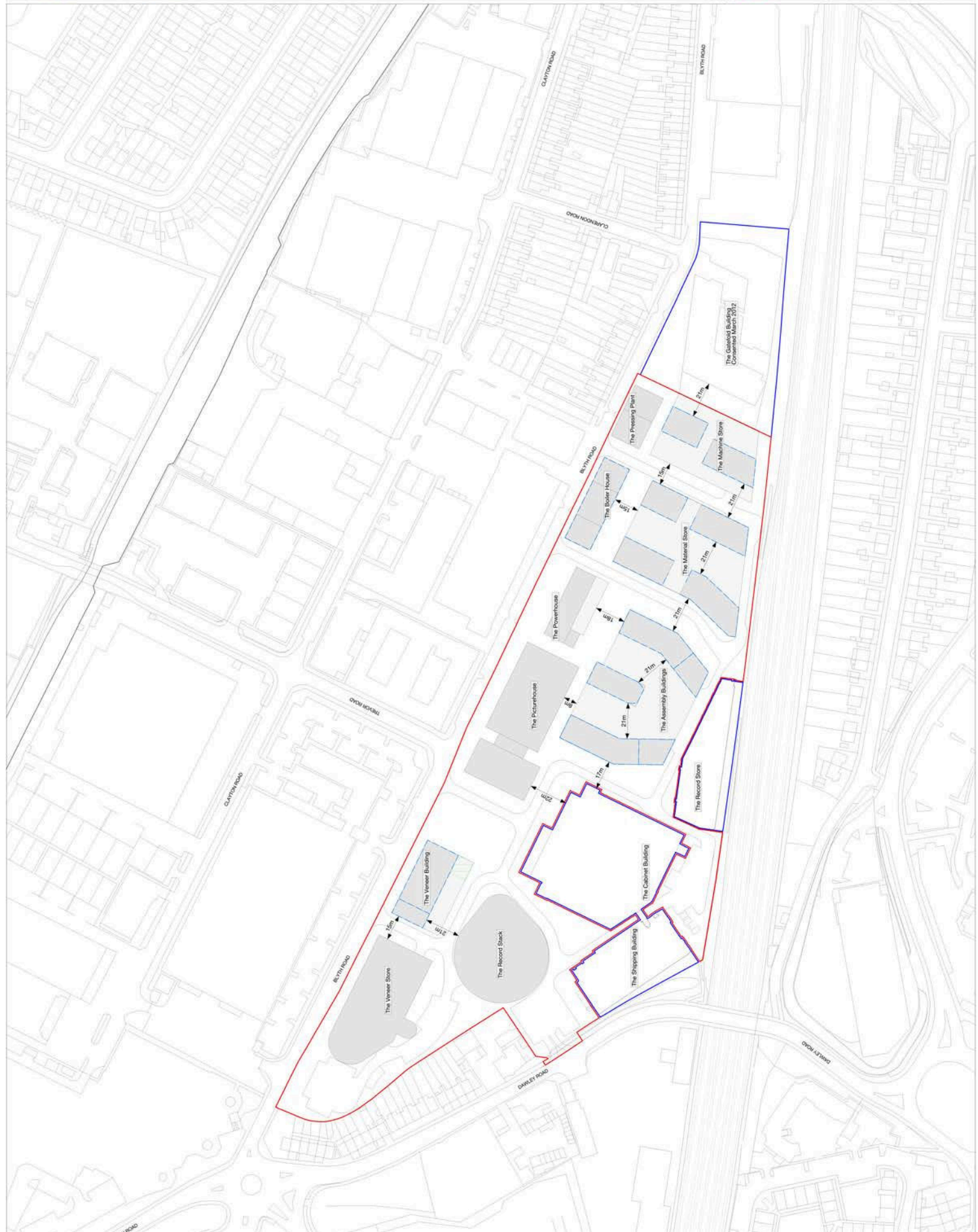
General Notes: This plan is for information only. For a full definition of street refer to Parameter Plan 10, Access, Circulation & Streets.

To be read in conjunction with the Development Form part of the application.

**sew**  
Surrey Water and Sewerage

**PURPLEXED LLP**

The Old Vinyl Factory  
Merton  
Planning  
Parameter Plan 10:  
Critical Distances  
0157  
Revision:  
0010  
11/000 (1/0000)  
26/07/2012  
Date:  
LL





1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATION.
2. TOLERANCE OF 1.5m APPLIES TO POSITION OF EDGE OF CAROUGEWAY WITHIN STREETS. MINIMUM CAROUGEWAY WIDTH TO BE MAINTAINED RELATIVE TO THE SIDING OF THE CARTELOID BUILDING.
3. THE SIDING OF THE CARTELOID BUILDING.
4. ETC.

- PLANNING APPLICATION BOUNDARY CONTROL
- OTHER LAND IN THE APPLICANT'S CONTROL
- ON STREET PARKING AND LOADING
- SHARED SURFACE CAROUGEWAY WITH FLOOR ABOVE MINIMUM EXTENTS
- CONVENTIONAL CAROUGEWAY WITH FLOOR ABOVE MINIMUM EXTENTS (EXCEPT BETWEEN CABINET BUILDING AND SHIPPING BUILDING), 6.0m MINIMUM
- DIRECTION OF VEHICULAR TRAFFIC
- AREAS OF VEHICLE ACCESS TO UNDERCROFT/MULTI-STORY CAR PARKING
- PROTECTED SPACE WITH CONTROLLED VEHICLE ACCESS
- AREAS OF PEDESTRIAN DIVERSIONS TO GROUND FLOOR USES
- AREAS OF PEDESTRIAN DIVERSIONS TO UPPER FLOOR USES
- LINE OF VEHICULAR ACCESS CONTROL
- SERVICING BAY IN MACHINE STORE

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D	16.11.12	WIPY ADOPTED PEDESTRIAN DIVERSIONS AMENDED	MT
C	15.11.12	ISSUED FOR INFORMATION ROAD LAYOUT UPDATED	MT
B	07.11.12	ISSUED FOR INFORMATION MACHINE STORE OPTIONS ADDED	MT
A	25.10.12	ISSUED FOR INFORMATION GENERAL AMENDMENTS	MT
-	24.07.12	ISSUED FOR PLANNING	AM

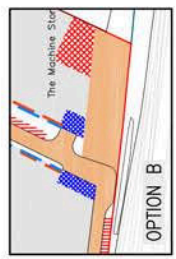
### THE OLD VINYL FACTORY

#### ACCESS CIRCULATION & STREETS PARAMETER PLAN 15

DATE: JUN 12  
 DRAWN BY: MT  
 SCALE: 1:1000

**Alan Baxter**  
 The Company Street London EC1M 6EL  
 Tel: 020 7700 6555  
 email: alba@alanbaxter.co.uk  
 www.alanbaxter.co.uk

Ref: P\_0015  
 Date: D





Scale: 1:1000  
 Date: 26/07/2012  
 Drawing No: 0157  
 Revision: 01  
 Project Name: The Old Vinyl Factory  
 Location: Macclesfield, Cheshire, UK

- Planning Application:**
- Boundary
  - Other land in the Applicant's control
  - Maximum extent of open space/intensive green roof with extensive green roof with minimum 2m buffer to include areas of accommodation, also plant and tree planting
  - Minimum extent of residential communal green roof with minimum 2m buffer to include areas of accommodation, also plant and tree planting
  - Maximum extent of roof/brown roof. Within this area, plant, trees and P.V. Panels will also be provided.
  - Minimum extent of extensive green roof/brown roof, also plant, lift covering and P.V. Panels
  - Maximum extent of Equipped Play Area
  - Minimum extent of Equipped Play Area

**Note:**

- Where Maximum and Minimum parameters overlap, the maximum and minimum parameters for the podium deck will apply above.

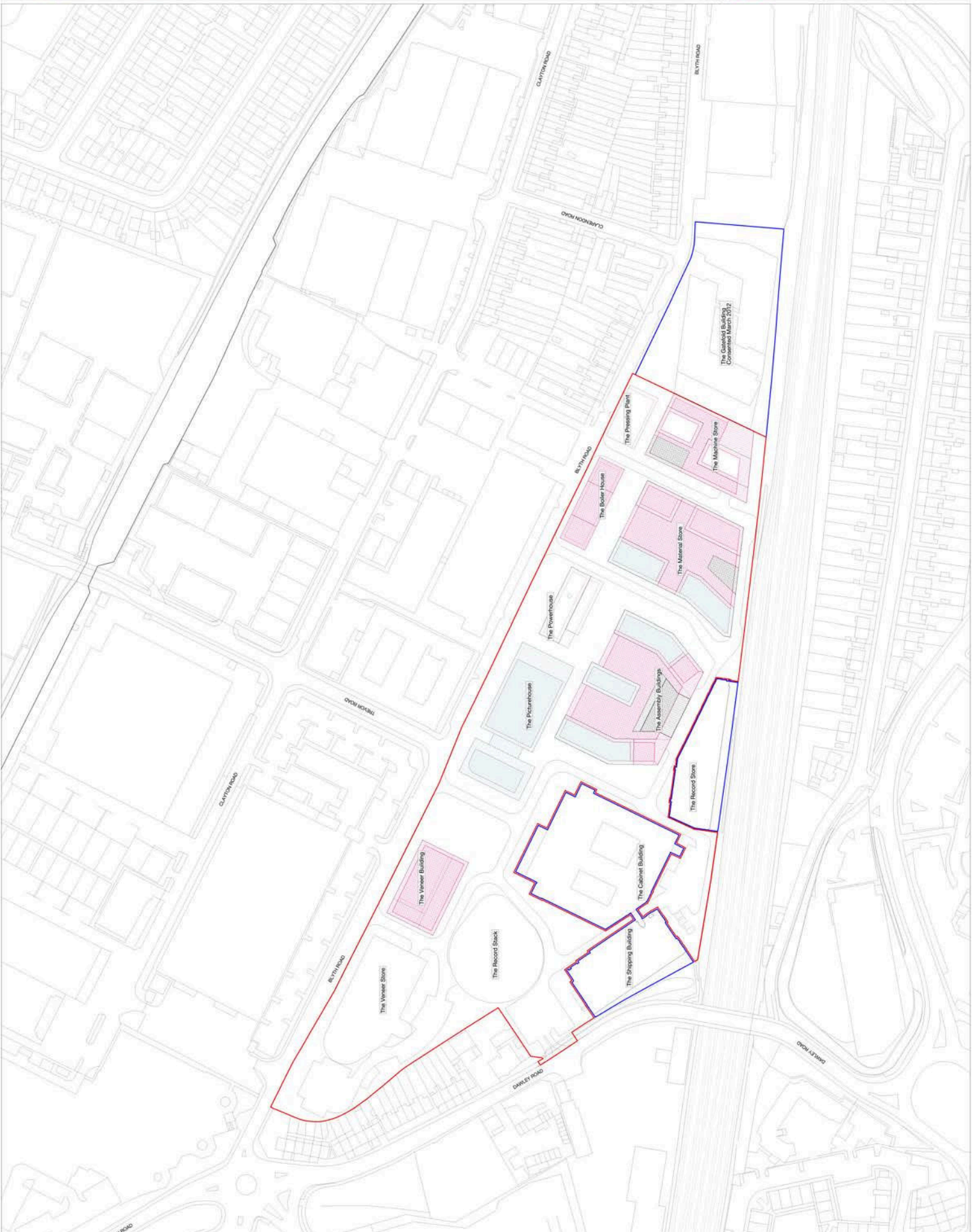
Street Notes are for information only. For a full definition of street names refer to Parameter Plan 16, Access, Circulation & Streets.

To be read in conjunction with the Development Statement forms part of the application.



**PURPLEXPED LLP**

The Old Vinyl Factory	
Macclesfield	
Planning Application	
Proposed Form and Use of Land	
Landmark and Open Space Plan	
0157	PLANNING
0013	01
11/000 (1/0000)	26/07/2012
BA/CL	LL





**Planning Application:**

- Boundary
- Other land in the Applicant's control
- Maximum extent of publicly accessible open space
- Maximum extent of landscaped area with a minimum buffer of 2m around residential accommodation
- Minimum extent of landscaped area with a minimum buffer of 2m around residential accommodation excluding lobbies
- Minimum extent of publicly accessible open space
- Maximum extent of landscaped area with a minimum buffer of 2m around residential accommodation excluding lobbies
- Minimum extent of publicly accessible open space
- Maximum extent of landscaped area with a minimum buffer of 2m around residential accommodation excluding lobbies
- Adapted Highway
- Equipped Play Area
- Proposed Area for trees

**General Notes:**  
 Sheet layouts are for full definition of street parameters please refer to Parameter Tables: Access, Circulation & Streets.  
 Publicly accessible open space includes outdoor seating associated with the ground floor units.  
 To be read in conjunction with Specification that forms part of the application.

**sew**  
 SUEWELL ENGINEERING  
 100, BRISTOL ROAD, BRISTOL, AVON, BS1 3YU  
 TEL: 0117 927 6000  
 WWW.SUEWELL.CO.UK

**PURPLEXED LLP**

**The Old Viny Factory**  
 M16  
 Planning  
 Proposed Ground Level Landscape and Open Space Plan  
 0157  
 Planning  
 0012  
 11/000 (1/0000)  
 26/07/2012  
 BA/C/L  
 LL

Scale: 1:1000  
 North Arrow



**Planning Application:**

- Boundary
- Other land in the Applicant's control
- Existing Tree
- Planted
- Existing Tree Removal

**Note:**

1. Tree Numbers relate to SPS The Survey 7296.01 Lx SPS The Survey 7296.01 Lx associated Report
2. Maximum Plot Easement Parameter Shown

**General Note:**  
 Sheet layouts are for information only. For a full parameter please refer to Parameter Plan 13: Access, Circulation & Streets.  
 To be read in conjunction with Specification that forms part of the application.

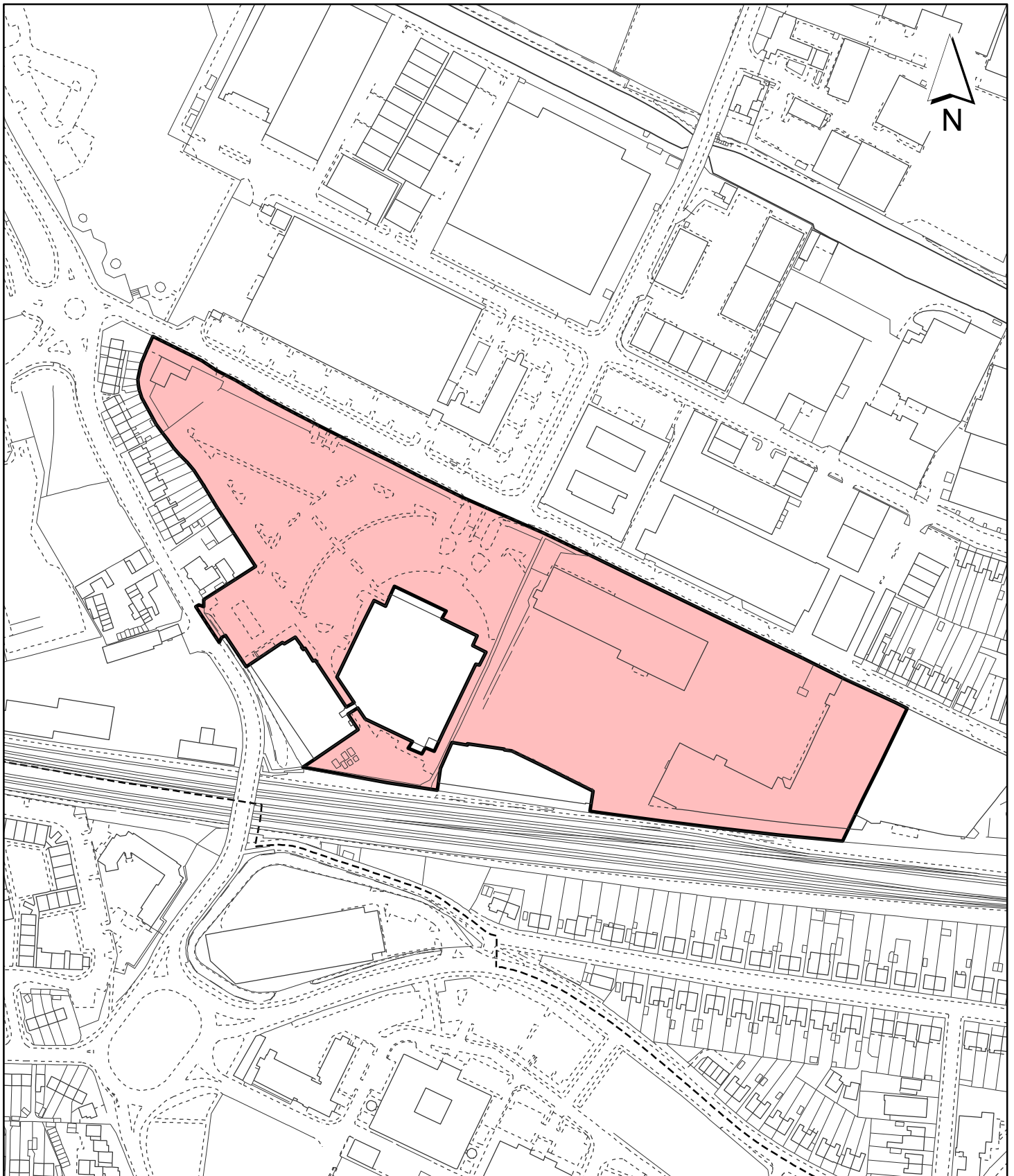


**PURPLEXED LLP**


The Old Viny Factory	
Macclesfield	
Planning	
Project Number	0157
Planning	PLANNING
Drawing No.	01
Date	11/06/2022
Issue	26/07/2022
Author	BA/CL
Checker	LL
Scale	1:1000







**Notes**

 Site boundary

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Site Address

**The Old Vinyl Factory Site  
Blyth Road  
Hayes**

Planning Application Ref:

**59872/APP/2012/1838**

Planning Committee

**Central and South**

Scale

**1:3,000**

Date

**November  
2012**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON



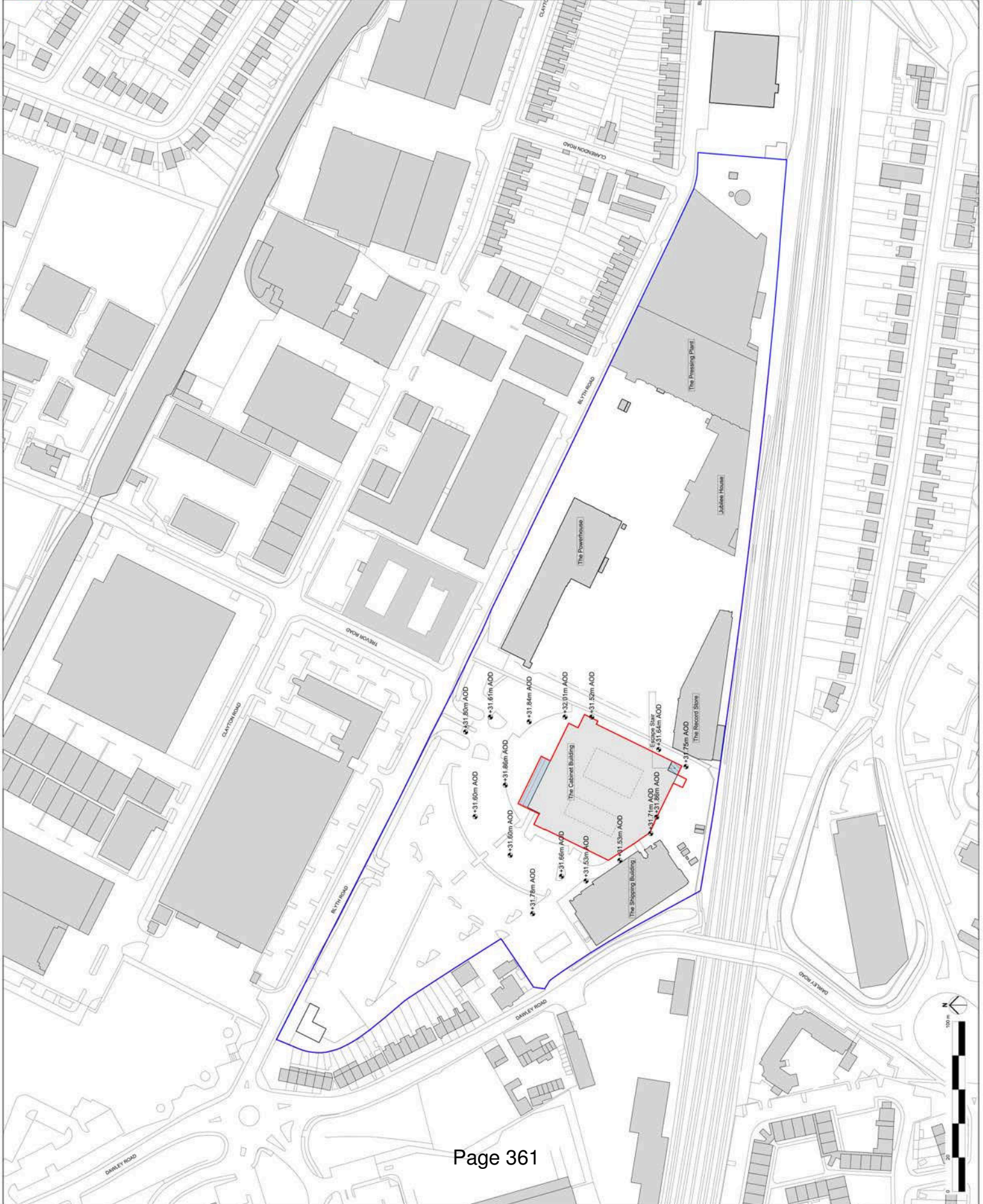






**KEY**

- Planning Application Boundary
- Other Land in the Applicant's Control
- Existing Building
- Minimum extent of ground floor development
- Minimum extent of ground floor development
- Proposed escape route



- NOTES**
1. Minimum and maximum heights and plot setbacks are in metres AOD and are subject to a 1:250 contour line.
  2. The proposed maximum heights exclude building heights, which are to adhere to the terms of the relevant planning consent.
  3. The maximum height of the proposed development is to be measured to the highest point, which will be to a maximum of 2m above the maximum AOD height.
  4. Maximum heights exclude minor gables, roof air air vents, pipe stacks, vent terminations, access towers and solar panels.
  5. Existing maximum building heights are taken at the highest point of the building and are to be measured to the highest point of the building.
  6. For any building design please refer to separate outline applications for the Out Vinyl Factory developments.

REV	DATE	DESCRIPTION
C	15/01/12	Issued for Outline Planning Application
B	23/07/12	Issued for Outline Planning Application
A	05/07/12	Issued for comment

**NOTE**

1. All dimensions from this drawing, other than for plotting purposes, are to be checked on site by the contractor and such dimensions to be reported to the architect.

2. The contractor is to ensure that the proposed development is in accordance with the background information to make alterations or additions to the building and to ensure that the maximum height of the building is not exceeded.

3. The contractor is to ensure that the maximum height of the building is not exceeded.

4. The contractor is to ensure that the maximum height of the building is not exceeded.

5. The contractor is to ensure that the maximum height of the building is not exceeded.



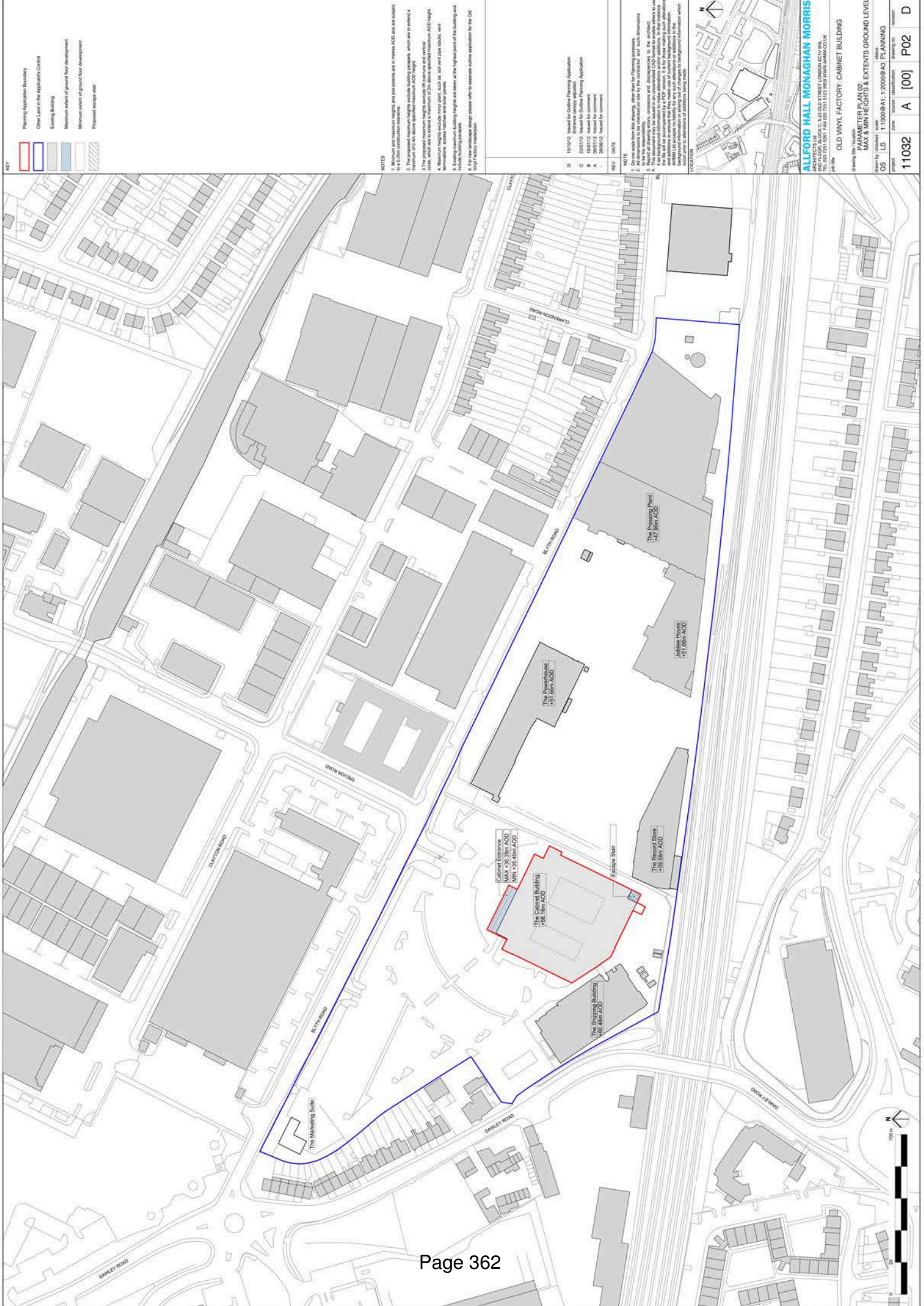
**ALFORD HALL MONAGHAN MORRIS**  
 2ND FLOOR, BALDWIN COURT, 2-22 OLD STREET, LONDON EC3N 3JF  
 TEL: 020 7511 5201 FAX: 020 7511 5223 WEB: WWW.AHM.CO.UK

Drawing by: **PARAMETER PLAN 06**  
 Existing Levels

Drawn by: **LS** 1:1000 @ A1: 1:2000 @ A3 PLANNING

Project: **11032** A [00] P06 C





KEY

[Red outline]	Planning Application Boundary
[Blue outline]	Other Land in the Applicant's Control
[Grey fill]	Existing Building
[Light blue fill]	Maximum extent of ground floor development
[Light green fill]	Maximum extent of ground floor development
[Hatched fill]	Proposed escape route

**NOTES**

1. Maximum and minimum heights and ead extents are in metres AOD and are subject to a 0.50m construction tolerance.
2. The proposed maximum heights exclude existing buildings, which are to extend to a 0.50m construction tolerance.
3. The proposed maximum heights include 50mm parapets and vertical cores, which are to extend a maximum of 200mm above the proposed maximum AOD height.
4. Maximum heights exclude minor plant, such as, but not limited to, vent terminals, access ladders and solar panels.
5. Maximum heights are shown at the highest part of the building and include building protrusions.
6. For new buildings design please refer to separate outline application for the Old Vinyl Factory premises.

REV	DATE	DESCRIPTION
D	15/10/12	Issued for Outline Planning Application
C	23/07/12	Issued for Outline Planning Application
B	18/07/12	Issued for comment
A	20/04/12	Issued for comment

**NOTES**

1. All details from this drawing, other than for planning purposes, are to be checked on site by the contractor and such dimensions as are shown on drawings, compared and developed to the architect.
2. The contractor is to ensure that the building is constructed in accordance with the background information to make alterations and additions to the building and to ensure that the maximum height of the building is not exceeded.
3. The contractor is to ensure that the building is constructed in accordance with the background information to make alterations and additions to the building and to ensure that the maximum height of the building is not exceeded.
4. The contractor is to ensure that the building is constructed in accordance with the background information to make alterations and additions to the building and to ensure that the maximum height of the building is not exceeded.

**LOCATION MAP**

**ALLFORD HALL MONAGHAN MORRIS**  
 2ND FLOOR, BLOCK C, 2-22 OLD STREET, LONDON EC2V 5HE  
 TEL: 020 7511 5307 FAX: 020 7511 5323 WEB: WWW.AHM.CO.UK

Old Vinyl Factory, Cabinet Building

Drawing title: **PARAMETER PLAN 02**  
 Max & Min Heights & Extents Ground Level

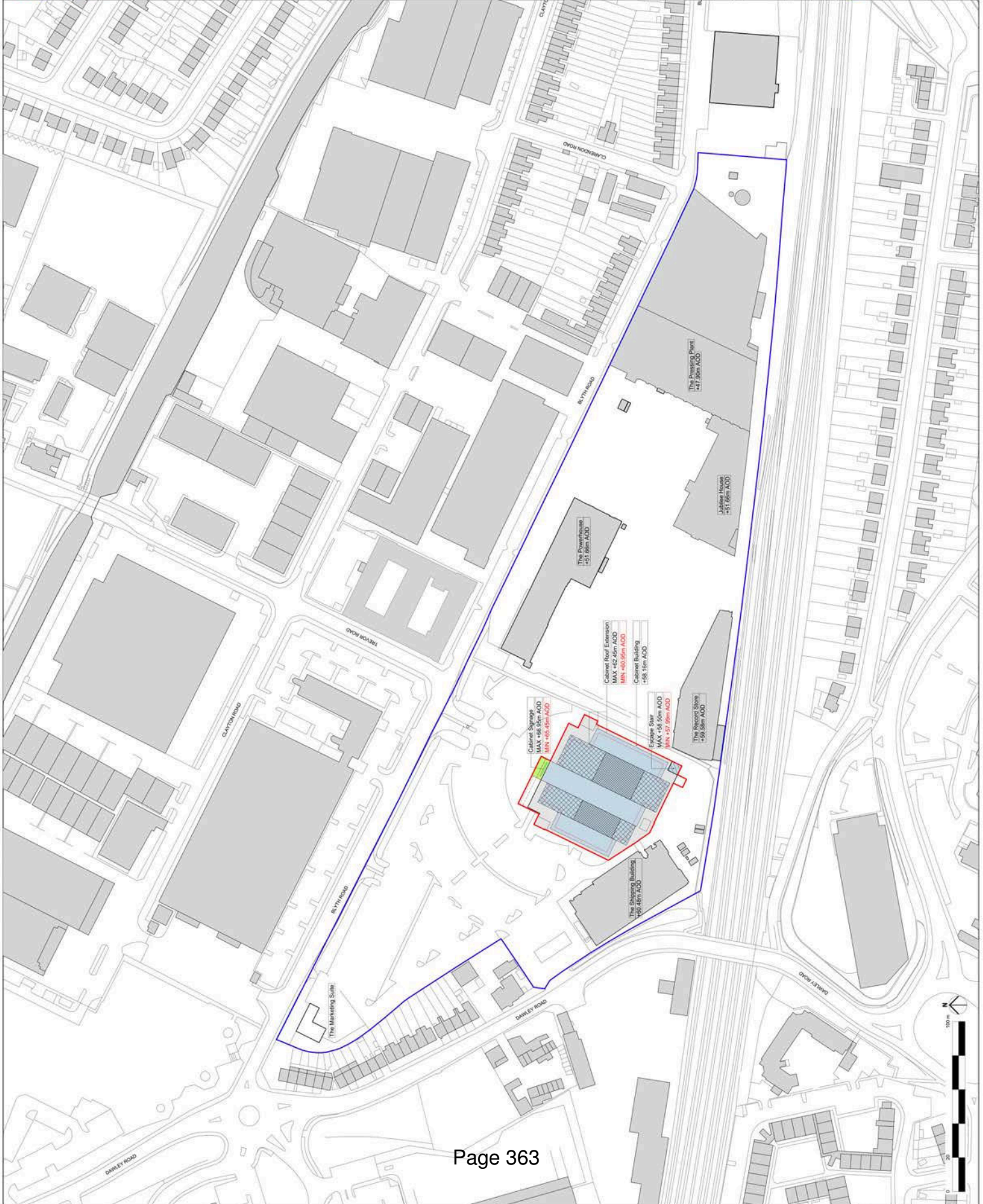
Drawn by: [redacted] Scale: 1:1000 @ A1: 1:2000 @ A3  
 GS: LS 1:1000 @ A1: 1:2000 @ A3 PLANNING

Project: 11032 A [00] P02 D



**KEY**

[Red outline]	Planning Application Boundary
[Blue outline]	Other Land in the Applicant's Control
[Green outline]	Existing Building
[Light Green fill]	Maximum permitted rooftop development
[Light Blue fill]	Maximum extent of rooftop development (excluding)
[Light Purple fill]	Minimum permitted rooftop development
[Light Yellow fill]	Extent of roof to retain light levels
[Diagonal lines]	Extent of lightweight roof void
[Cross-hatch]	Proposed external escape stair
[Dotted]	Maximum minimum extent of new entrance



**NOTES**

1. Minimum and maximum heights and plot extents set in relevant AOD are subject to a 1% rise in ground level. Heights include building heights, which are subject to a maximum of 10% above specified maximum AOD height.
2. The proposed maximum heights exclude 60% overruns and vertical overruns, which are to be retained a maximum of 2m above specified maximum AOD height.
3. Maximum heights exclude over plot areas up to 100m<sup>2</sup> per plot area.
4. Existing maximum building heights are shown to the highest point of the building and include building parapets.
5. All new buildings design heights are shown to the highest point of the building and include building parapets.
6. All new buildings design heights are shown to the highest point of the building and include building parapets.

REV	DATE
D	15/10/22
C	23/07/22
B	16/07/22
A	20/04/22

**NOTE**

1. All dimensions from this drawing, other than for building footprints, are dimensions to be checked on site by the contractor and such dimensions to be reported to the architect.
2. The architect is not responsible for the accuracy of the information provided in this drawing for use by third parties. It is the responsibility of the user to ensure that the information is used for the purposes intended and that the user is aware of the limitations of the information provided.
3. The architect is not responsible for the accuracy of the information provided in this drawing for use by third parties. It is the responsibility of the user to ensure that the information is used for the purposes intended and that the user is aware of the limitations of the information provided.

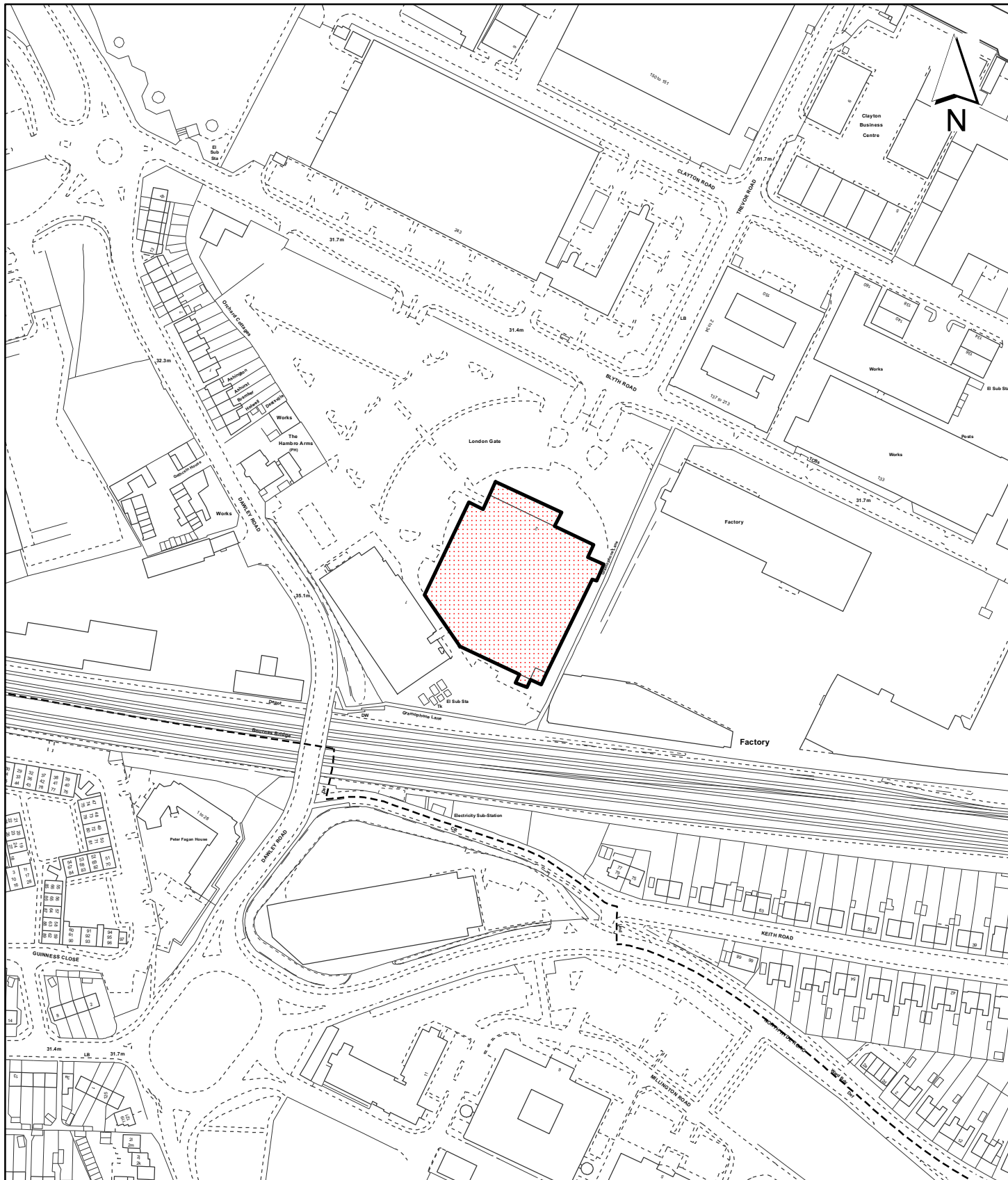
**LOCATION**

**ALLFORD HALL MONAGHAN MORRIS**  
 2ND FLOOR, BLOCK C, 9-21 OLD STREET, LONDON EC1V 9HE,  
 TEL: 020 7511 5301, FAX: 020 7511 5323, WEB: WWW.AHM.CO.UK


Drawing by: **PARAMETER PLAN 03**  
 Max & Min Heights & Extents Roof Level

Drawn by: **LS**  
 Scale: 1:1000 @ A1: 1:2000 @ A3  
 Project: **OLD VINYL FACTORY: CABINET BUILDING**

11032 A [00] P03 D



**Notes**

 Site boundary

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Site Address

**The Old Vinyl Factory Site  
 Cabinet Building, Blyth Road  
 Hayes**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**59872/APP/2012/1839**

Scale  
**1:2,500**

Planning Committee  
**Central and South**

Date  
**November 2012**



**HILLINGDON**  
 LONDON



**Report of the Head of Planning & Enforcement Services**

**Address** THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

**Development:** Demolition and partial demolition of up to and including 12,448sqm of buildings within the Old Vinyl Factory site. (Application for conservation area consent)

**LBH Ref Nos:** 59872/APP/2012/1840

**Date Plans Received:** 27/07/2012

**Date(s) of Amendment(s):**

**Date Application Valid:** 27/07/2012

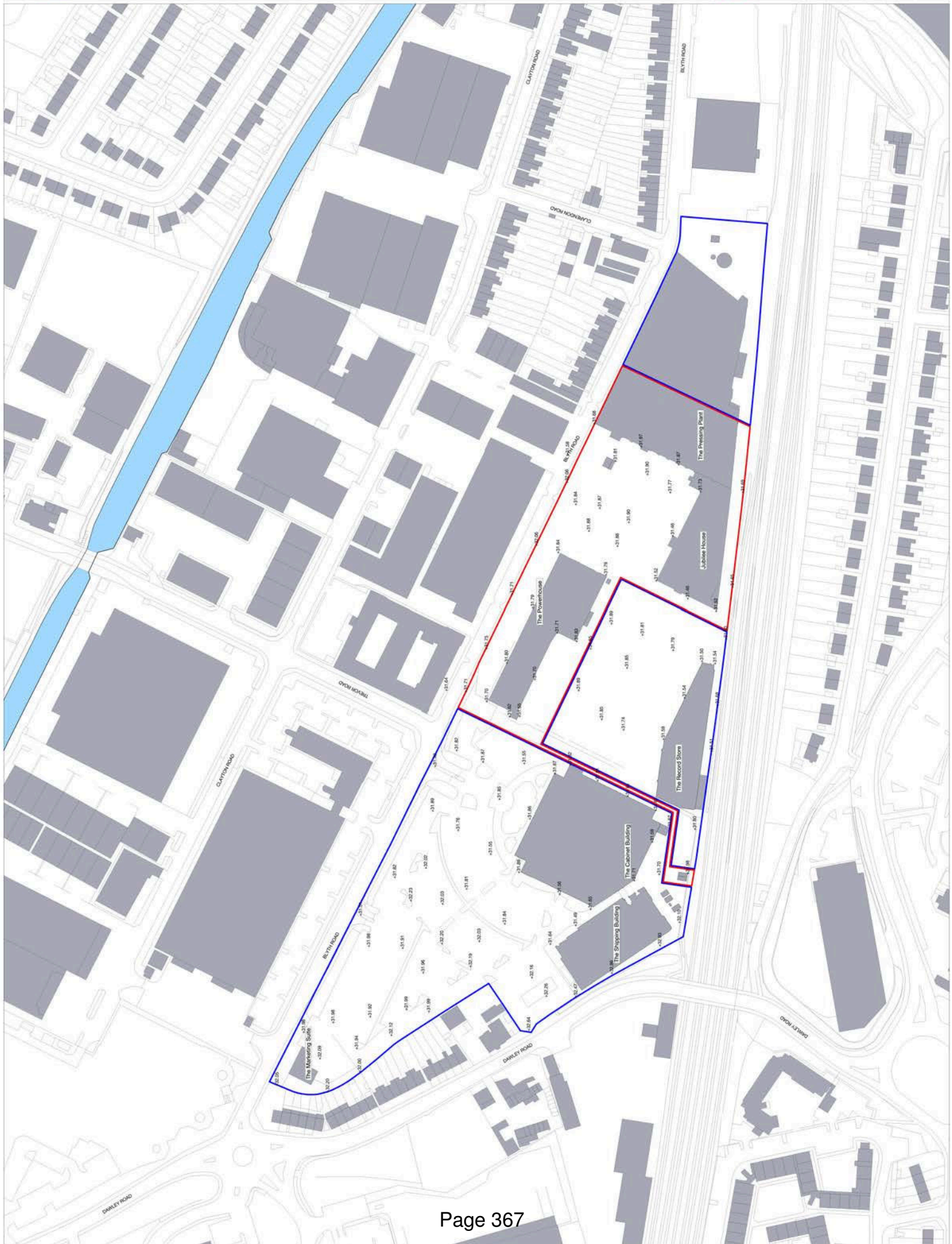




Planning Application Boundary  
 Other land in the Applicant's control  
 -0.00 Existing ground levels

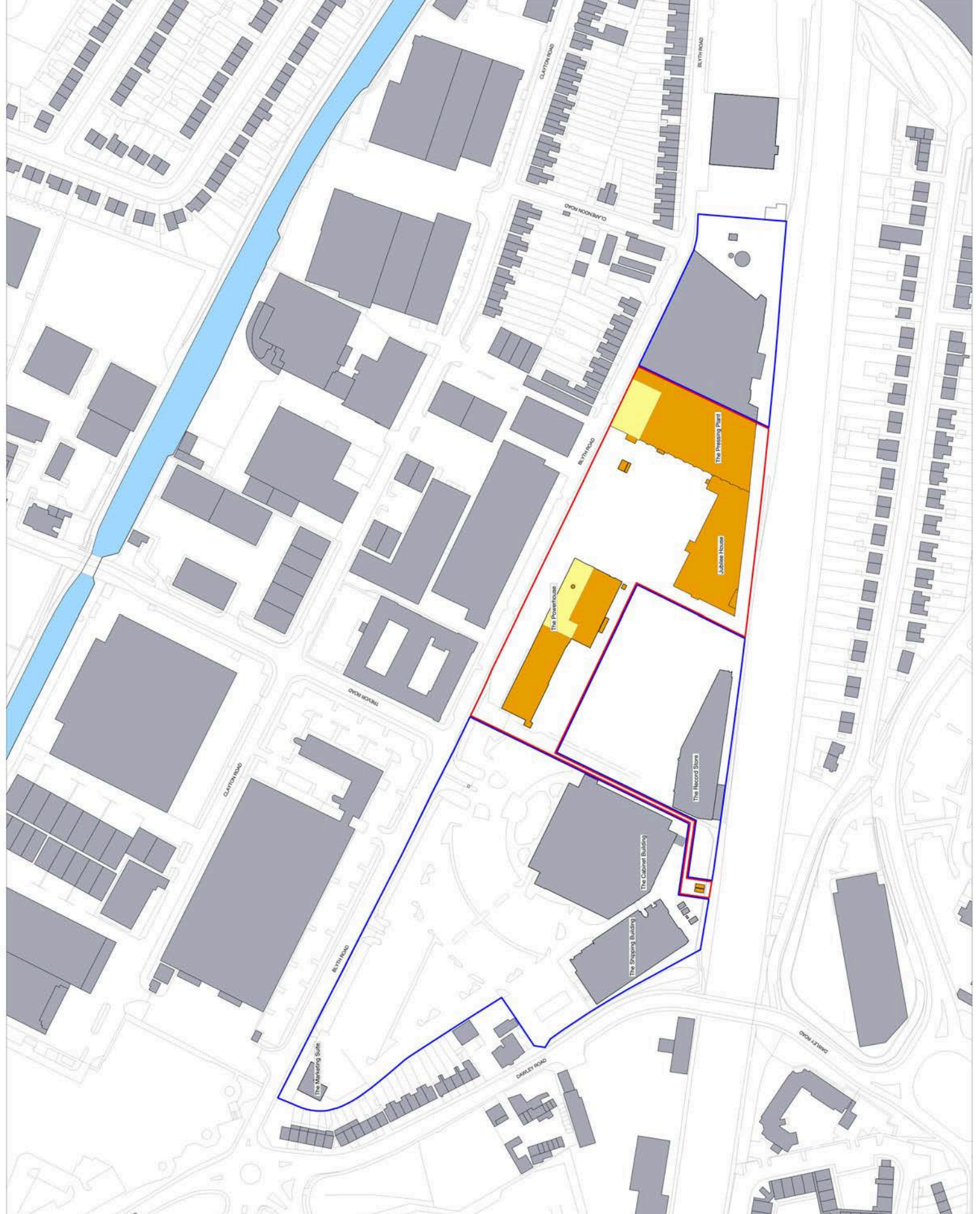

  
 PURPLEXPED LLP

The Old Vinyl Factory  
 Macclesfield  
 Conservation Area Application  
 Existing Buildings  
 0157  
 0002  
 11/000 (1/0000)  
 26/07/2012  
 DW/CL DW/CE





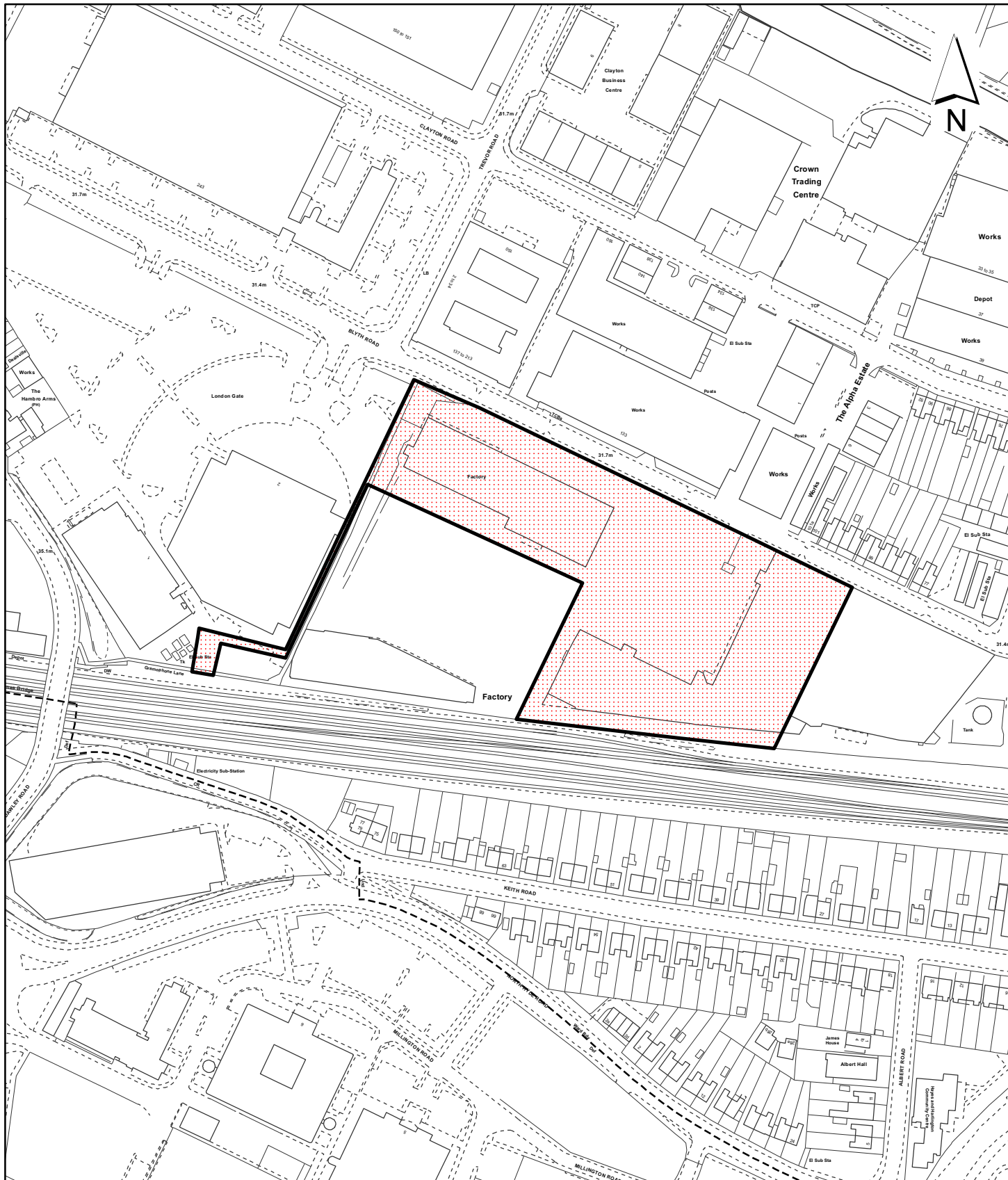
Planning Application Boundary  
 Other land in the Applicant's control  
 Existing building to be demolished  
 Maximum extent of development to be demolished




Note:  
 1. The exact outline of demolished buildings is subject to the condition and condition of preservation of existing building and is subject to a condition of preservation.  
 2. The development work includes the demolition of existing buildings and the construction of new buildings and the installation of some building elements.

PURPLEXED LLP

The Old Vinyl Factory  
 Milling Sain  
 Buildings to be Demolished  
 0157  
 0003  
 11000 (1:5000)  
 26/07/2012  
 DWCE



**Notes**

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Site Address

**The Old Vinyl Factory Site  
Blyth Road  
Hayes**

Planning Application Ref:

**59872/APP/2012/1840**

Planning Committee

**Central and South**

Scale

**1:2,500**

Date

**November  
2012**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON



**Report of the Head of Planning & Enforcement Services**

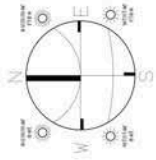
**Address** UXBRIDGE HIGH SCHOOL THE GREENWAY UXBRIDGE

**Development:** Erection of an indoor sports facility, 3m acoustic fence and associated works.

**LBH Ref Nos:** 6528/APP/2012/1932

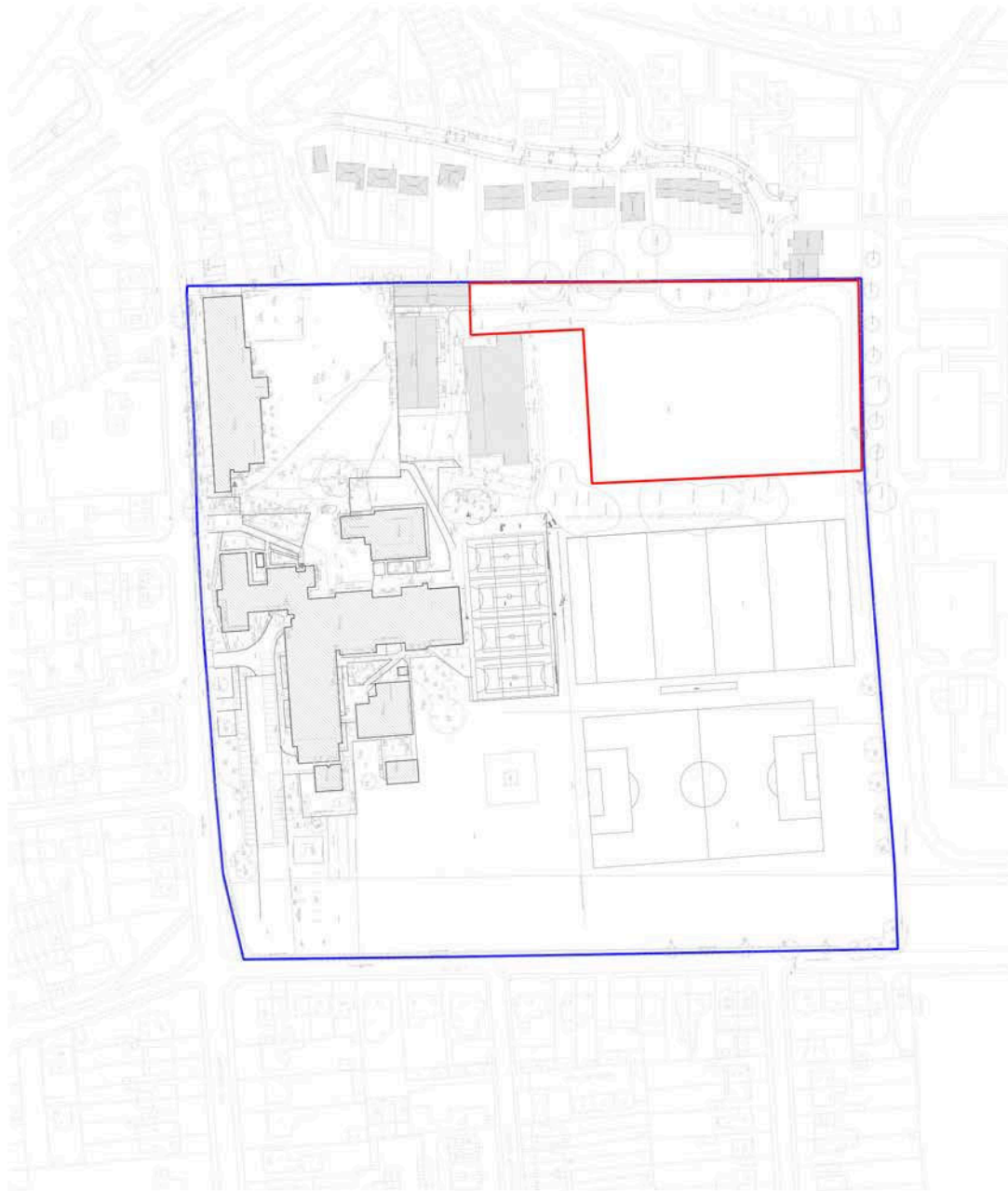
**Date Plans Received:** 06/08/2012                      **Date(s) of Amendment(s):** 13/11/2012

**Date Application Valid:** 07/09/2012                      07/09/2012



**Key**

- Site Boundary
- Uxbridge High School Ownership Boundary



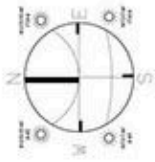
A 319/AL/10/0011 For Information  
 J. 23/07/10 J. 09/08/2010  
 Mr. Sims 01875 722020

**PLANNING ISSUE**  
**AndArchitects**  
 1-6 Newcombe Court, 1-2 Remondy Way, London SE11 1 4PH  
 Tel: +44 (0) 20 7220 2020  
 email: and@andarchitects.co.uk

Uxbridge High School  
 Project: Indoor Sports Facility  
 Drawing No: Existing Location Plan  
 Date: September 2010  
 Drawing Number: 319/AL/10/0011  
 Revision: A

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Revised Location for Water Retention Trench

3m high timber acoustic fence

New 3m high Acoustic Fence

Alphabet Path

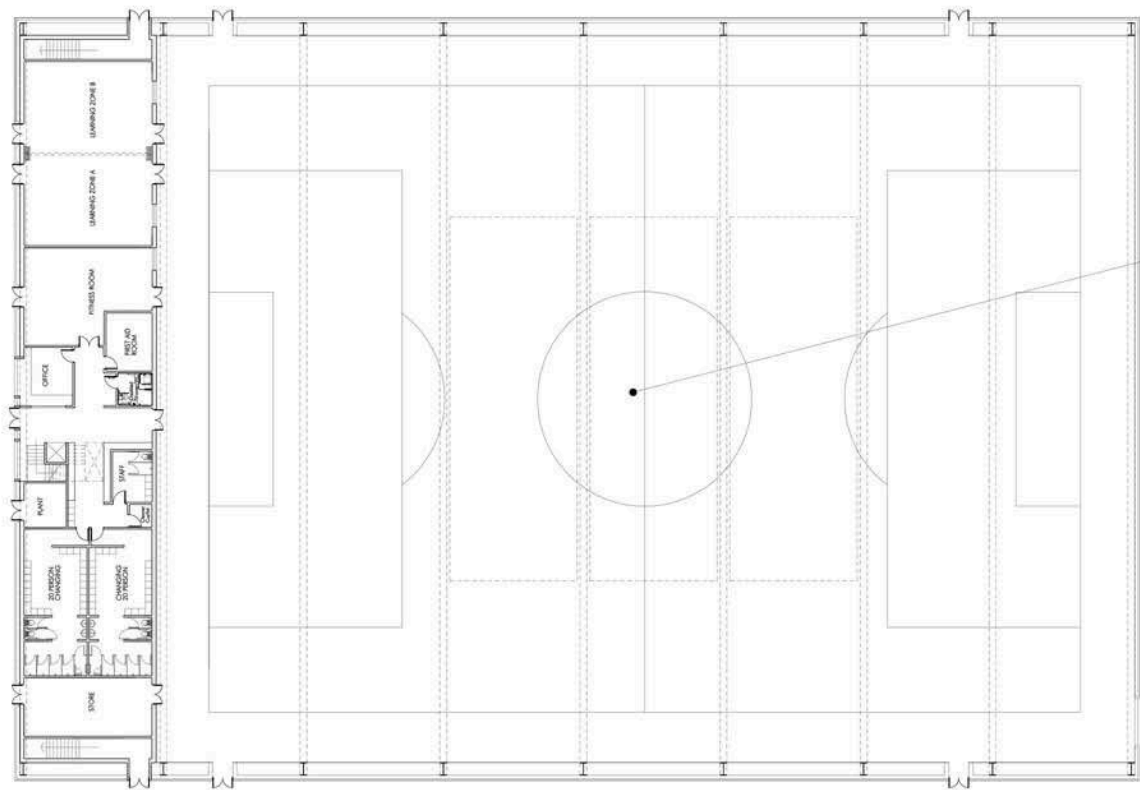
- 1. 10/01/10 For Planning
- 2. 10/01/10 For Planning
- 3. 24/01/10 6640 FOR APPROVAL
- 4. 10/01/10 6640 FOR APPROVAL
- 5. 10/01/10 6640 FOR APPROVAL
- 6. 10/01/10 6640 FOR APPROVAL

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 100 University Crescent, 1st Floor, North Sydney, NSW 1585  
 Tel: 02 9439 7000 Fax: 02 9439 7001  
 www.andarchitects.com.au

Client	Ullaridge High School
Project	Indoor Sports Facility
Planning No.	319 /AU/0101
Issue	September 2010
Scale	1:500 @ A1 1:1000 @ A3
Author	F

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(4 yards) (4 yards) Pitch size 70 x 50 yards

D 15/09/11 For Planning  
 F 24/07/2012 For Planning  
 G 14/07/2012 For Planning  
 H 14/07/2012 For Planning  
 I 14/07/12 55/12 FOR INFORMATION  
 J 14/07/12 55/12 FOR INFORMATION  
 K 14/07/12 55/12 FOR INFORMATION  
 L 14/07/12 55/12 FOR INFORMATION  
 M 14/07/12 55/12 FOR INFORMATION

No. Date  
 Date By Checked By

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 Tel: +44 (0) 20 7720 0595  
 email: and@andarchitects.co.uk

Uxbridge High School  
 Indoor Sports Facility

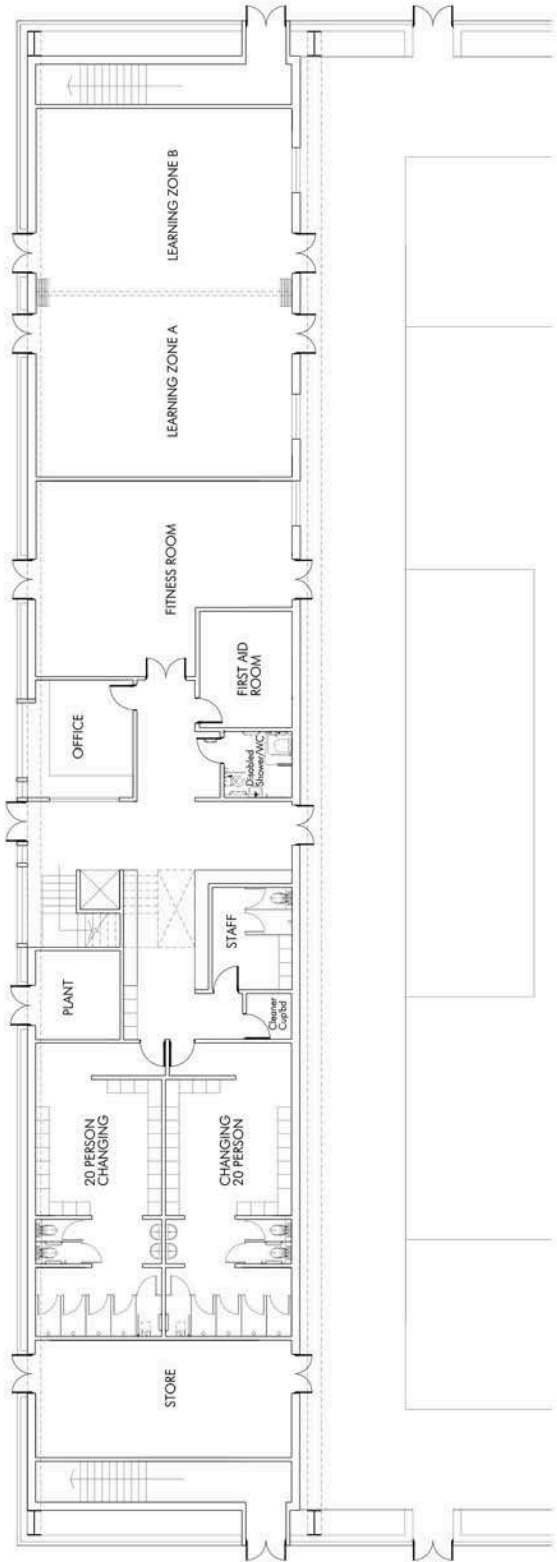
Drawing No: 50yd x 70yd Pitch and Internal  
 Accommodation - Ground Floor Plan

Date: September 2010  
 Scale: 1:200 @ A1  
 1:400 @ A3

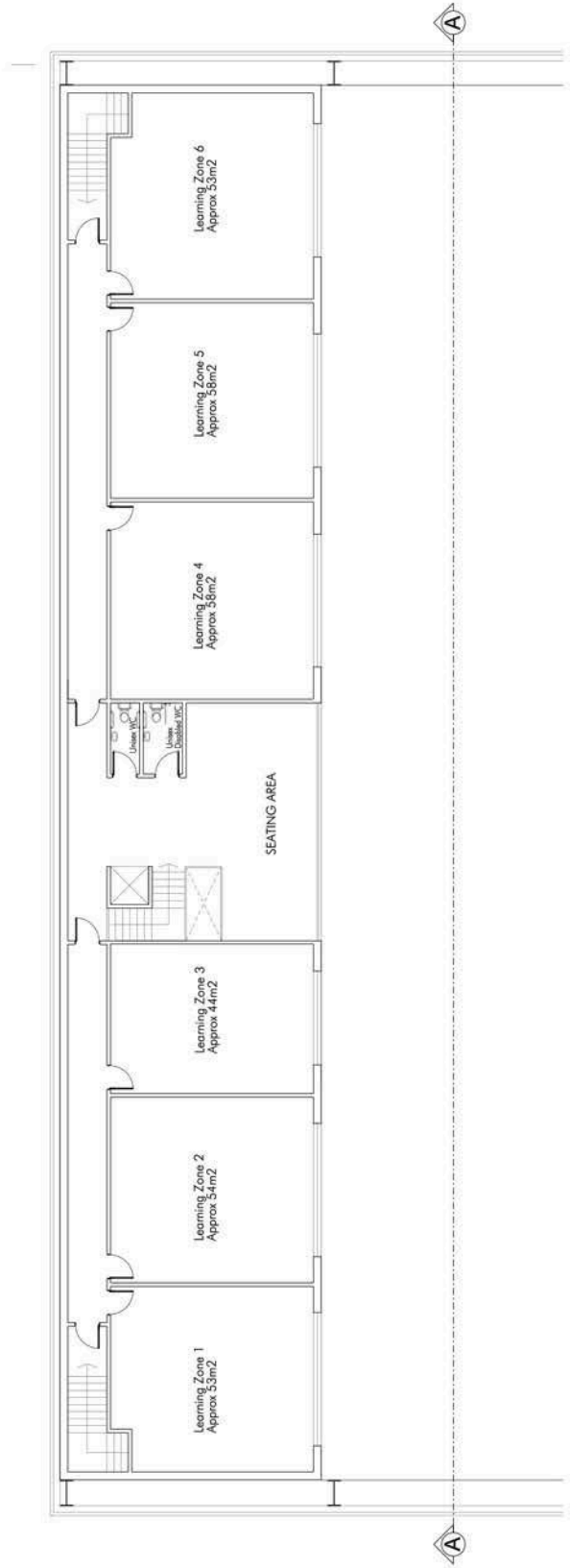
Drawing Number: 319/AL(0)102  
 Revision: G

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Ground Floor Plan



First Floor Plan

G 23/03/12 For Planning  
 F 24/07/12 For Planning  
 T 24/07/12 For Planning  
 D 15/07/12 ISSUED FOR INFORMATION  
 C 15/07/12 ISSUED FOR INFORMATION  
 B 15/07/12 Planning Issue  
 A 23/03/12 ISSUED FOR INFORMATION  
 / 23/03/12 ISSUED FOR INFORMATION

Rev: Date: Issue: Drawn by: Checked by:

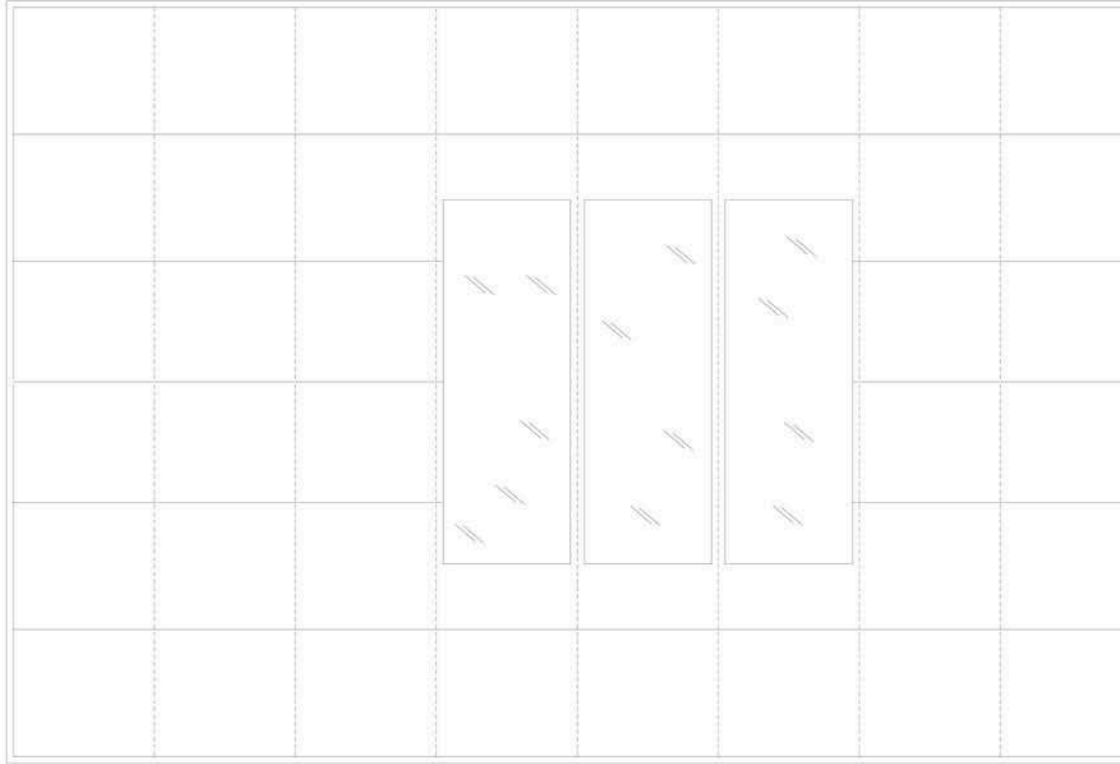
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**AndArchitects**  
 14 Abercrombie Court, 142 Riverside Park Road, London SW15 1AP  
 Tel: +44 (0) 20 7720 0595 Email: andarchitects.co.uk

Uxbridge High School  
 Project: Indoor Sports Facility  
 Working Title: Ground and First Floor Accommodation Plans  
 Date: September 2010  
 Scale: 1:100 @ A1  
 1:200 @ A3  
 Drawing Number: 319/AL(0)103  
 Revision: G

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 plotting file to ensure that all drawings are plotted at the correct scale and  
 correct paper unless otherwise stated.





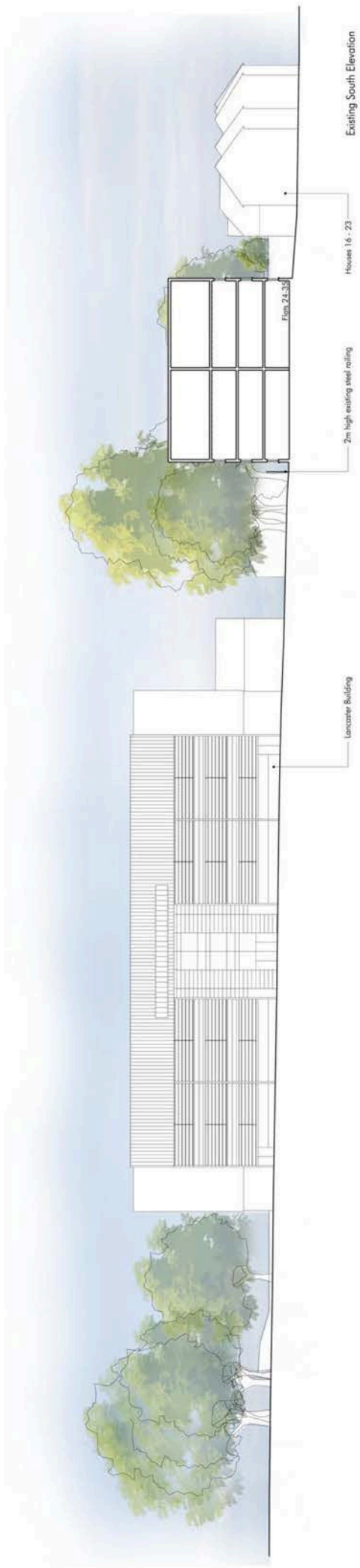


C 23/07/10 FOR PLANNING  
 C 23/07/10 FOR PLANNING  
 C 23/07/10 FOR PLANNING  
 B 23/07/10 Planning Book  
 A 23/07/10 FOR PLANNING  
 / 23/07/10 FOR PLANNING

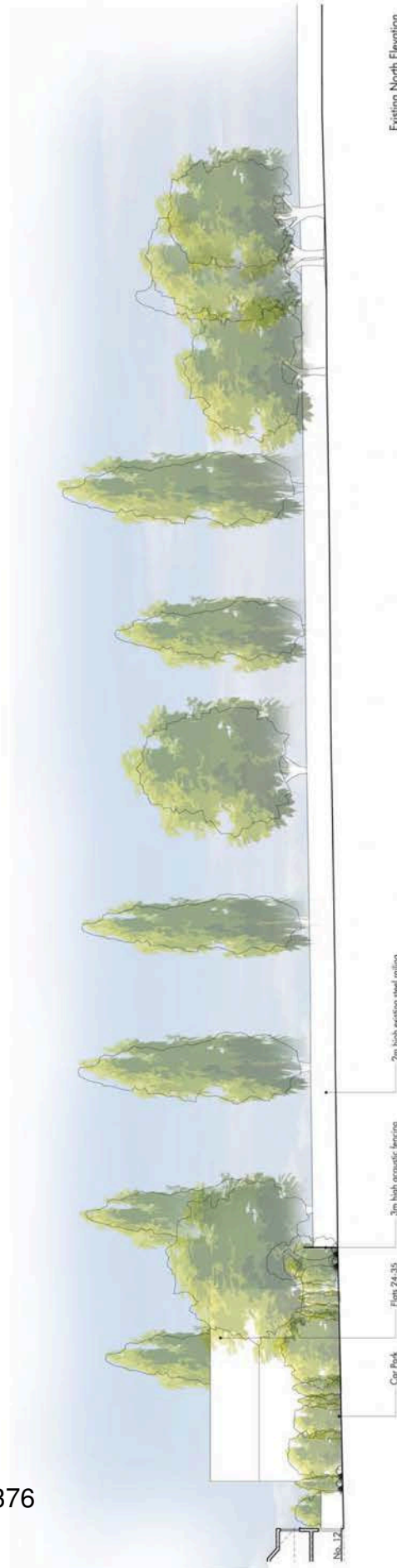
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 AndArchitects  
 1-8 Newcombe Court, 1-12 Riverside Park Road, London SW11 1 4PH  
 Tel: +44 (0) 20 7726 2599 email: and@andarchitects.co.uk

Project: Indoor Sports Facility  
 Drawing No: 50yd x 70yd Pitch and Internal Accommodation - Roof Plan  
 Date: September 2010  
 Drawing Number: 319/AI(0)104  
 Version: C





Existing South Elevation



Existing North Elevation

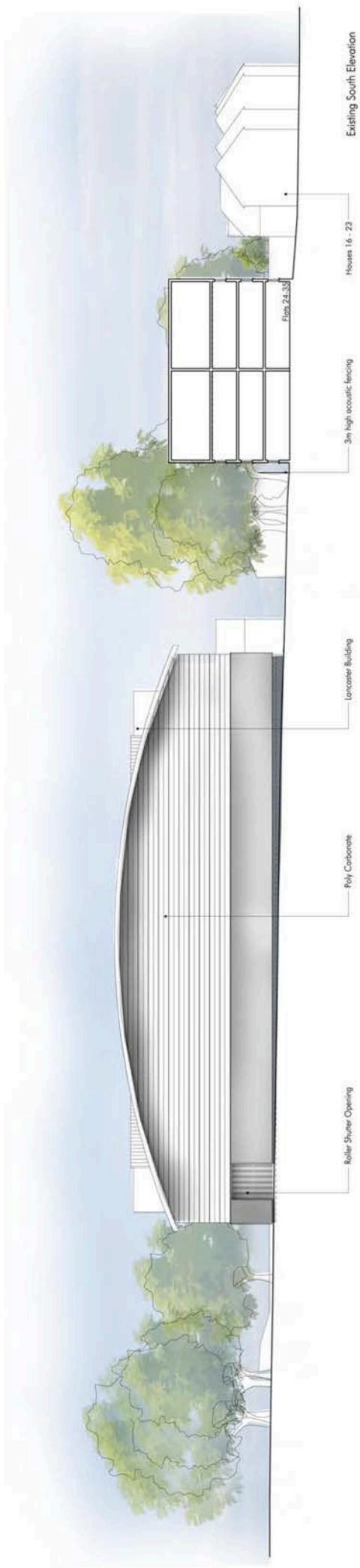
/ 2017/12 For Planning  
 / 2017/12 For Planning  
 / 2017/12 For Information Only  
 / 2017/12 For Information Only  
 / 2017/12 For Information Only

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Client	Uxbridge High School
Project	Indoor Sports Facility
Planning No.	Existing Elevations
Date	September 2010
Drawing Number	319/AL/010
Scale	1:200 @ A1 1:400 @ A3

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Existing South Elevation

Houses 16 - 23

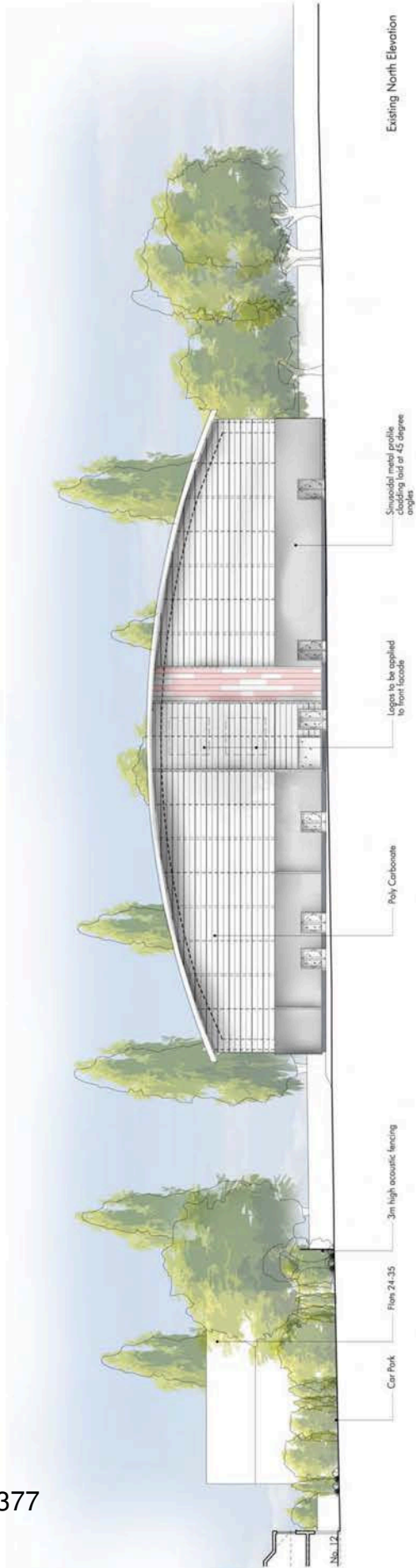
3m high acoustic fencing

Locater Building

Poly Carbonate

Roller Shutter Opening

Flora 24-35



Existing North Elevation

Stainless steel profile cladding with a 45 degree angle

Logos to be applied to front facade

Poly Carbonate

3m high acoustic fencing

Flora 24-35

Car Park

Rev	Date	Issue	Drawn By	Checked By
0	20.07.12	For Planning		
1	20.07.12	FOR INFORMATION		
2	18.07.12	REVISED FOR INFORMATION		
3	18.07.12	REVISED FOR INFORMATION		
4	20.08.12	REVISED FOR INFORMATION		
5	20.08.12	REVISED FOR INFORMATION		

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Project	Uxbridge High School
Client	Indoor Sports Facility
Drawing No.	Proposed Elevations
Date	September 2010
Drawing Number	319/AI(0)110
Revision	E

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Existing East Elevation

Leicester Building

Plots 24 to 35 on Temple Lane

2m high existing steel railing

3m high acoustic fencing

Existing West Elevation

1	10/10/19	For Approval
2	10/10/19	For Approval
3	10/10/19	For Approval
4	10/10/19	For Approval
5	10/10/19	For Approval
6	10/10/19	For Approval
7	10/10/19	For Approval
8	10/10/19	For Approval
9	10/10/19	For Approval
10	10/10/19	For Approval

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Uxbridge High School  
 Indoor Sports Facility

Existing Elevations	
Date	September 2010
Scale	1:200 @ A1 1:100 @ A2
Project Number	319/AJ/0011
Version	/

All drawings shall be issued on the A2 size. All drawings shall be issued on the A2 size. All drawings shall be issued on the A2 size. All drawings shall be issued on the A2 size.





Existing East Elevation

Lancaster Building

Sinusoidal metal profile cladding laid at 45 degree angles

Sinusoidal metal profile cladding

Poly Carbonate

Existing West Elevation

D 16.07.10 For Review  
 C 25.07.10 For Planning  
 B 18.07.10 For Information  
 A 25.06.10 For Information

Date: 16.07.10  
 Drawn by: [Name]  
 Checked by: [Name]

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 14 Moorfields Gardens, 42 Broomfield Road, London N11 1AB  
 Tel: +44 (0) 20 7720 2494  
 www.andarchitects.co.uk

Project: Uxbridge High School  
 Indoor Sports Facility

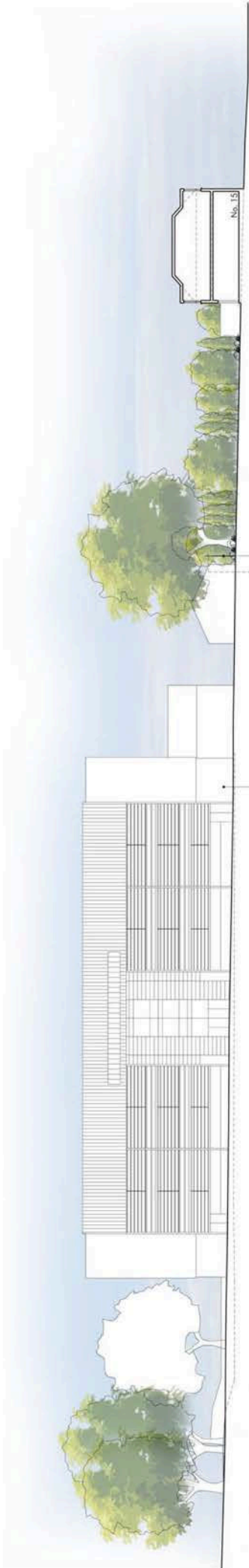
Proposed Elevations  
 Date: September 2010

Drawing number: 319/AL(0)111  
 Revision: D

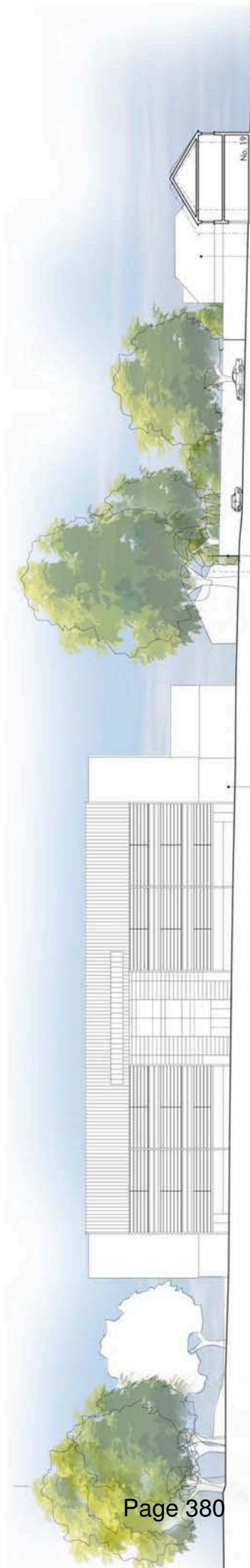
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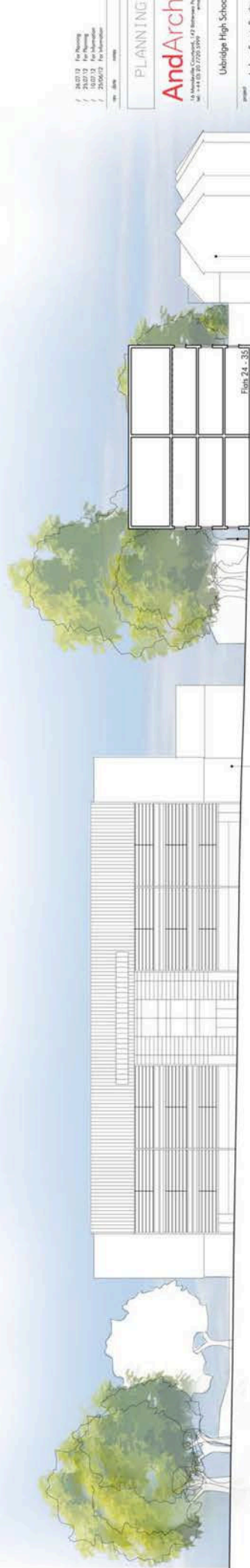




Existing Site Section AA



Existing Site Section BB



Existing Site Section CC

24.07.19 For Planning  
 24.07.19 For Planning  
 24.07.19 For Submission  
 24.07.19 For Submission

24.07.19  
 24.07.19  
 24.07.19  
 24.07.19

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 www.andarchitects.co.uk

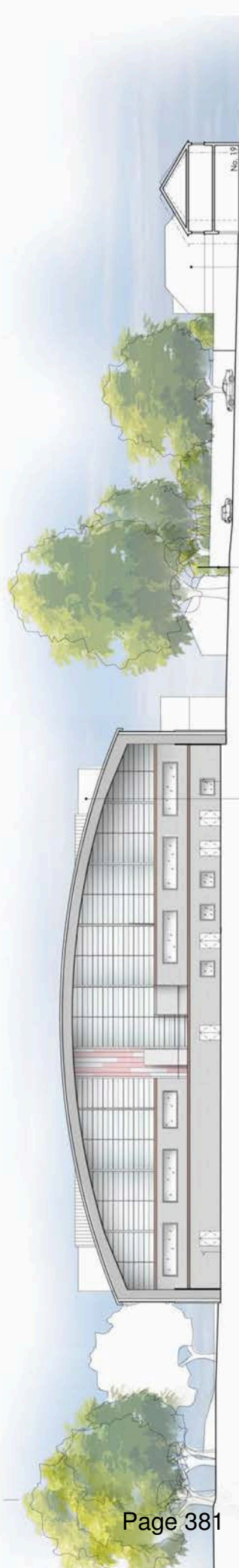
project Indoor Sports Facility  
 location Uxbridge High School

drawing title Existing Site Sections  
 date September 2010  
 drawing number 319/AL/01020

scale 1:200 @ A1  
 1:400 @ A3



Proposed Site Section AA



Proposed Site Section BB



Proposed Site Section CC

B 28.07.12 FOR BIDDING  
 C 18.07.12 ISSUED FOR INFORMATION  
 D 18.07.12 ISSUED FOR INFORMATION  
 E 20.08.12 ISSUED FOR INFORMATION

DATE: 20.08.12  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

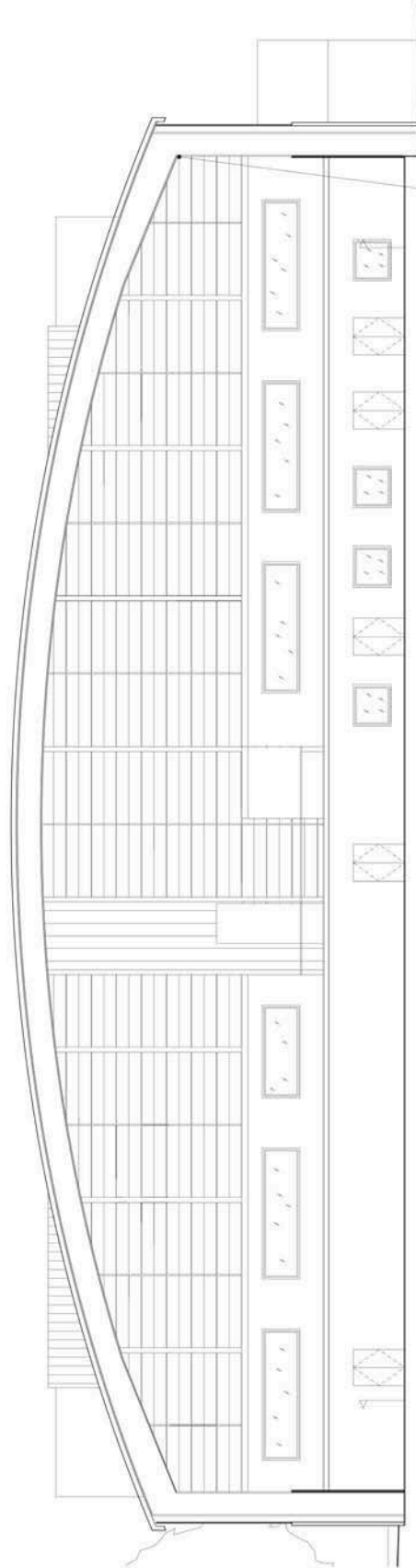
**PLANNING ISSUE**  
**AndArchitects**  
 18 Moorfields Court, 42 Riverside Park Road, London SE11 1AB  
 Tel: +44 (0) 20 7726 5599 www.andarchitects.co.uk

Project: Indoor Sports Facility  
 Location: Uxbridge High School

Drawing No: 319/AI(0)120  
 Date: September 2010  
 Scale: 1:200 @ A1  
 1:600 @ A3  
 E

All drawings shall be made in accordance with the British Standard BS1192:2009. The drawings shall be made in accordance with the British Standard BS1192:2009. The drawings shall be made in accordance with the British Standard BS1192:2009.





9.1 m is minimum height required for sports hall according to Sports England Guidance

Sports Halls: Design and Layouts.  
Sports England 2012. Page 7

C. 26/07/12 For Planning  
 Drawn by: [blank] Checked by: [blank]

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 1-6 Newcombe Court, 1-13 Riverside Park Road, London SE11 7 4PH  
 Tel: +44 (0) 20 7250 5595 email: and@andarchitects.co.uk

Uxbridge High School

Project: Indoor Sports Facility

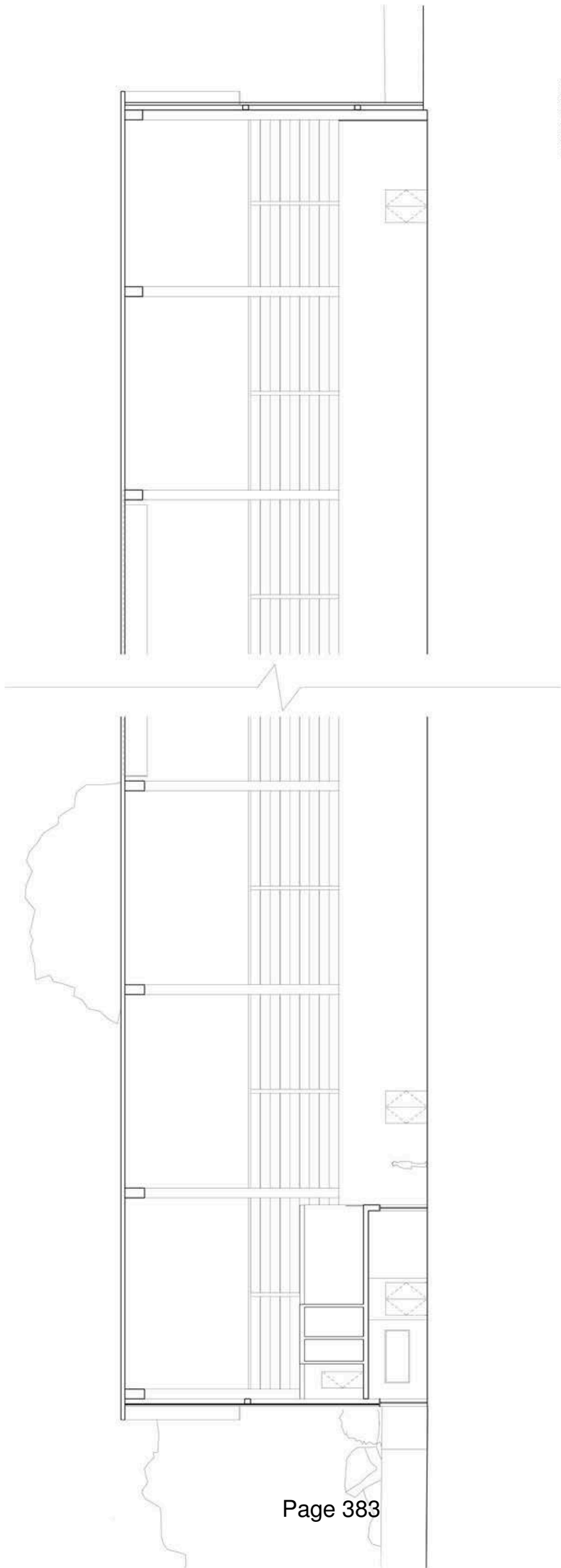
Working title: Proposed Section AA

Date: September 2010  
 Scale: 1:100 @ A1  
 1:200 @ A3

Drawing number: 319/AL(0)121  
 Revision: C

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B 26/07/12 FOR PLANNING  
 A 25/07/12 FOR PLANNING  
 - 15/07/12 08:00 FOR INFORMATION  
 - 20/07/12 08:00 FOR INFORMATION

No. Date Issue Drawn by Checked by  
 319/AL(0)122 B

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 1-6 Newcombe Court, 1-12 Riverside Park Road, London SW11 1AR  
 Tel: +44 (0)20 7720 5595 email: and@andarchitects.co.uk

Project: Uxbridge High School  
 Indoor Sports Facility

Drawing No: Proposed Section DD

Date: September 2010

Drawing Number: 319/AL(0)122

Revision: B

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G55  
Trees not accessible  
behind buildings. Largely self set  
out & synchronise  
between boundaries  
and other  
neighbouring trees

G55 -  
Lambury  
Poplars - along  
southern  
fence

to Poplars and another line of Norway  
sycamores. Any protective fencing could  
be 4.5m from the fence.

**NOTE:**  
This survey is of a preliminary nature. The trees were inspected from the ground only on the basis of the Visual Tree Assessment method. No samples were taken for analysis. No decay detection equipment was employed. This survey does not cover the arrangements that may be required in connection with the laying or removal of underground services.

Branch spread in metres is taken at the four cardinal points to derive an accurate representation of the crown.  
Root Protection Areas (RPA) are derived from stem diameter measured at 1.5 m above adjacent ground level (taken on sloping ground on the upslope side of the tree base).

**Landmark Trees**  
20 Broadwick Street, London, W1F 5HT  
Tel: 0207 851 4544 Mobile: 07812 989628  
Landmark Trees e-mail: info@landmarktrees.co.uk Web: www.landmarktrees.co.uk

Site: Uxbridge High School  
Drawing Title: Arboricultural Impact Assessment

1-600@A1  
September 2012

**Key:**

- Category A High Quality
- Category B Moderate Quality
- Category C Low Quality
- Category R Trees Unsuitable for Retention

Crown Spread  
 Tree Number  
 Species  
 Category







A 30303 100 Planning  
 1000000 1000000  
 1000000 1000000

PLANNING ISSUE

**AndArchitects**  
 1000000 1000000  
 1000000 1000000

Uxbridge High School

Indoor Sports Facility

View of Proposed Entrance

September 2010

319/AJ/0130

A





7/28/10 10:45 AM  
7/28/10 10:45 AM

PLANNING ISSUE
<b>AndArchitects</b>
1111 11th St, Suite 100 Berkeley, CA 94710 www.andarchitects.com
Unbridge High School
Indoor Sports Facility
View Across Playing Field
September 2010
319/AJ(0)132

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A 319/AL(01)31  
 319/AL(01)31  
 319/AL(01)31

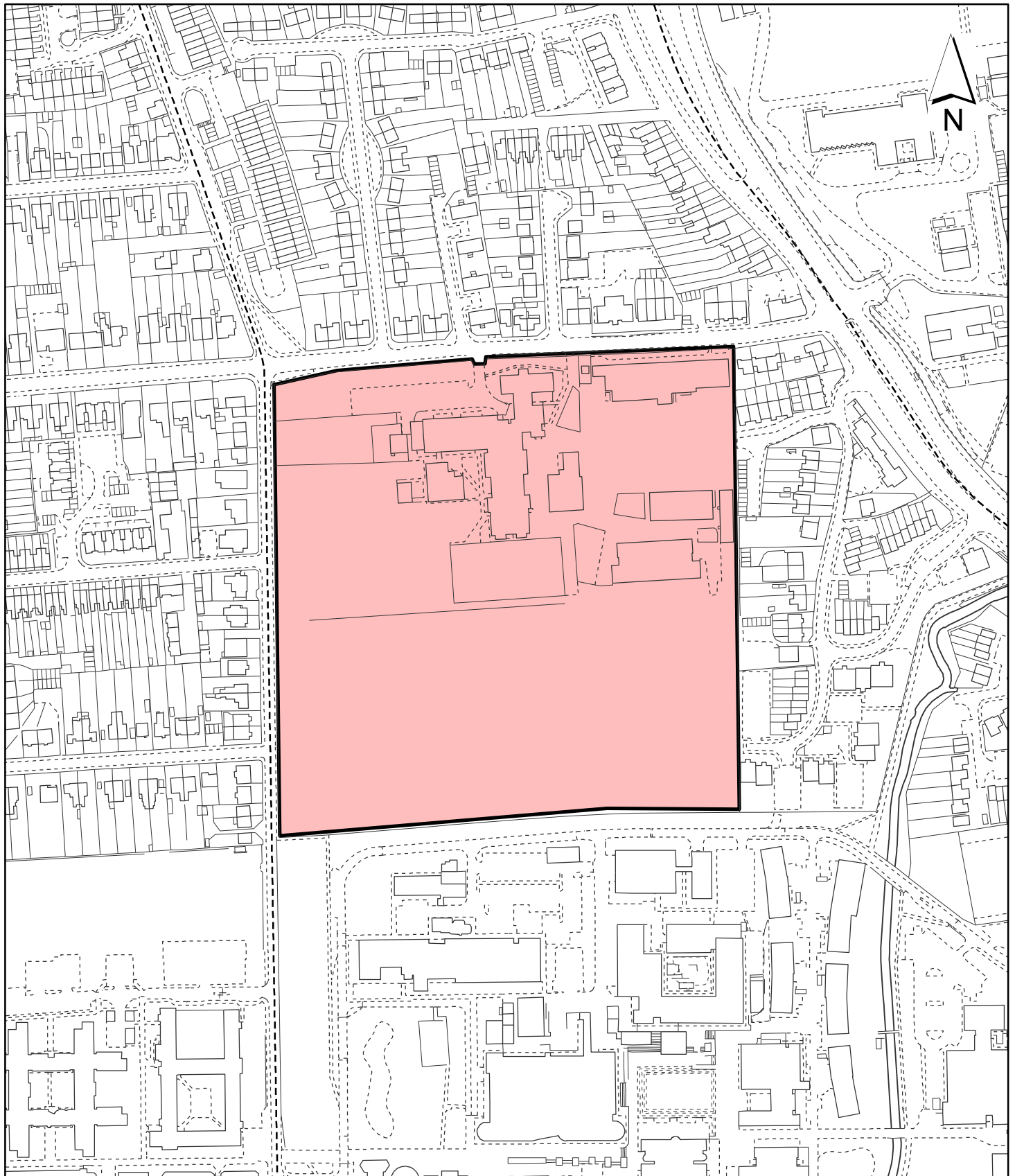
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**AndArchitects**  
 1000 University Avenue, Suite 100  
 Durham, NC 27701  
 Phone: 919.286.1000  
 Fax: 919.286.1001  
 Email: info@andarchitects.com


Project Name	Udridge High School
Client	Indoor Sports Facility
Project No.	View of Ecor Border
Date	September 2010
Sheet No.	319/AL(01)31
Scale	A

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Site Address

**Uxbridge High School  
The Greenway  
Uxbridge**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111

Planning Application Ref:

**6528/APP/2012/1932**

Scale

**1:3,000**

Planning Committee

**Central and South**

Date

**November  
2012**



**HILLINGDON**  
LONDON

## **Report of the Head of Planning & Enforcement Services**

**Address** HPH 4 MILLINGTON ROAD HAYES

**Development:** Erection of a four storey building to provide 6,966sq.m of Class B1(a) Office floorspace, provision of 72 associated car parking spaces at basement level, associated landscaping and ancillary works.

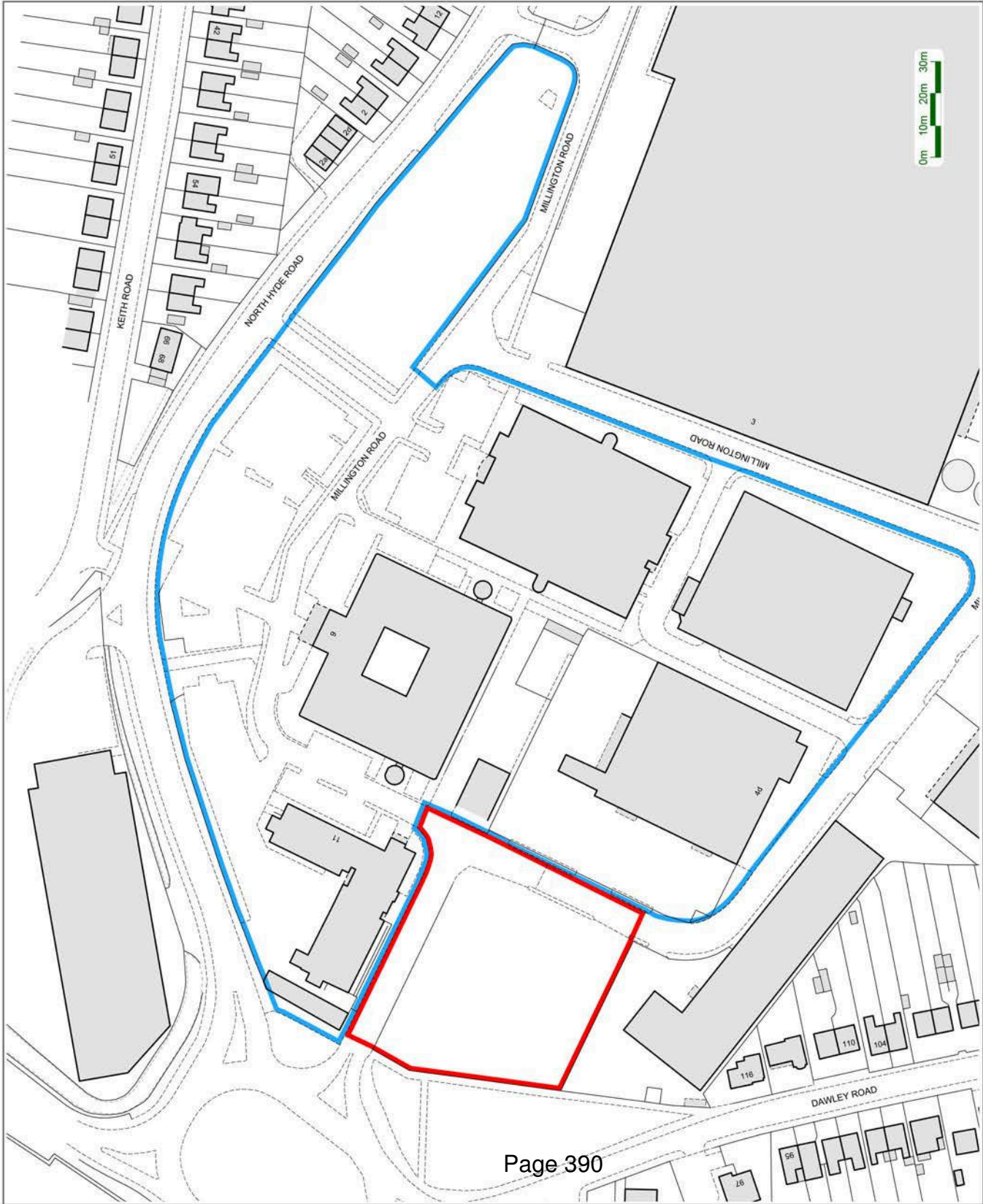
**LBH Ref Nos:** 40652/APP/2012/2030

**Date Plans Received:** 17/08/2012

**Date(s) of Amendment(s):**

**Date Application Valid:** 31/08/2012





**SITE LOCATION PLAN**  
 Millington Road,  
 HAYES.



Scale @ A3 : 1:1250  
 Plan No. : 1020/61/1\_SLP04

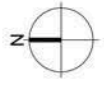
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Notes:  
1. Do not scale from this drawing. All dimensions to be checked on site.  
2. All work to be done in accordance with the relevant Building Regulations.  
3. All work to be done in accordance with the relevant Planning Regulations.  
4. All work to be done in accordance with the relevant Environmental Regulations.  
5. All work to be done in accordance with the relevant Health and Safety Regulations.  
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7. All work to be done in accordance with the relevant Electrical Regulations.  
8. All work to be done in accordance with the relevant Gas Regulations.  
9. All work to be done in accordance with the relevant Water Regulations.  
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13. All work to be done in accordance with the relevant Traffic Regulations.  
14. All work to be done in accordance with the relevant Road Traffic Regulations.  
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20. All work to be done in accordance with the relevant Road Planning Regulations.



10/11/19 144  
10/09/12 AP  
10/09/12 AP

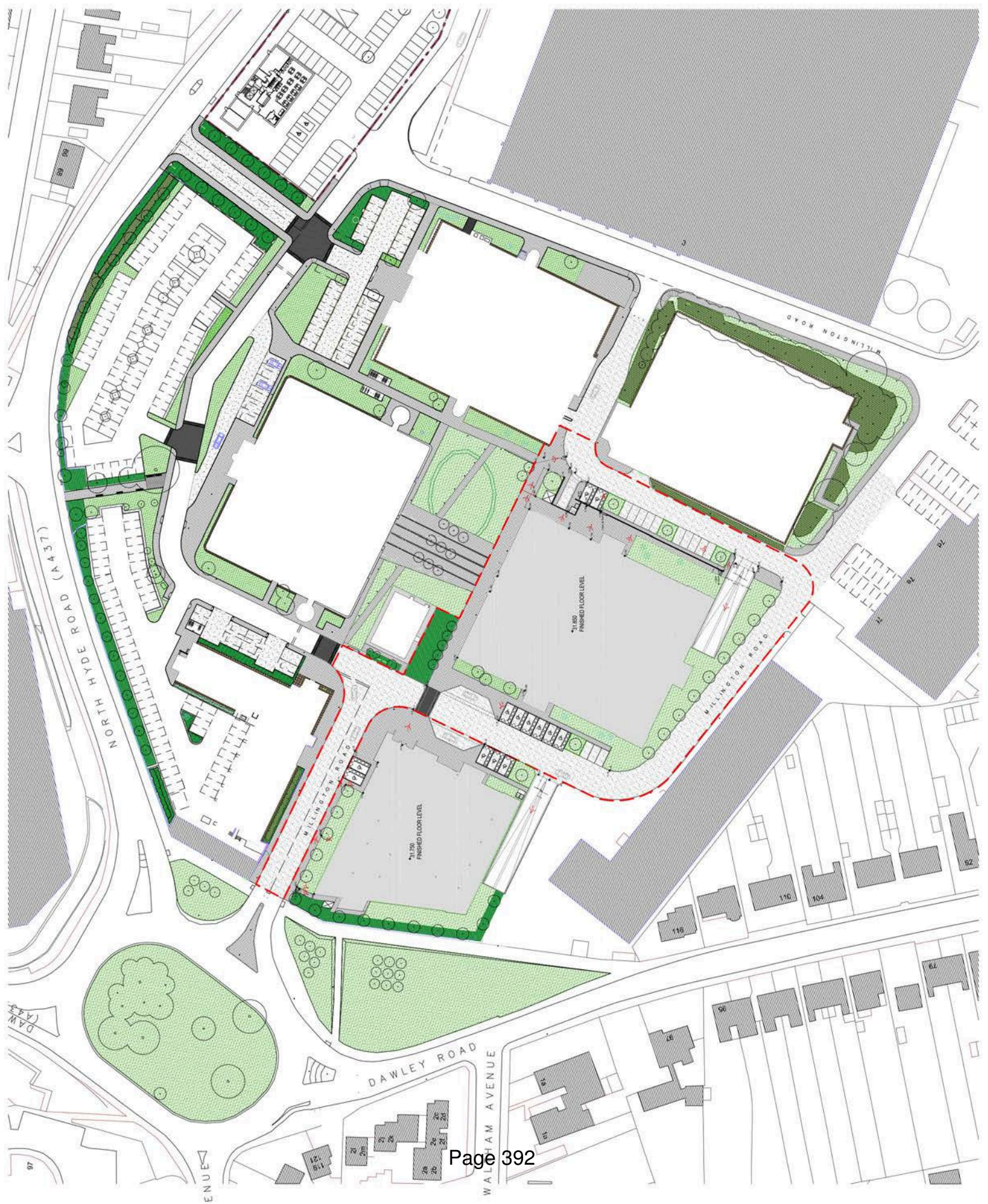
PLANNING

Client: HPHA Ltd  
Project: HYDE PARK HAYES 4 & 5

Site: SITE PLAN LAYOUT

Date:	10/09/12	Drawn:	10/09/12
Scale:	1:500	AI	10/09/12

3D REID  
3D Reid Ltd  
1st Floor, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000





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- Cycle Show Showers
- Plant
- Service Core

Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	1897.5 m <sup>2</sup>
01 First Floor	1493.4 m <sup>2</sup>
02 Second Floor	1787.4 m <sup>2</sup>
03 Third Floor	1787.4 m <sup>2</sup>
<b>Grand total</b>	<b>6965.6 m<sup>2</sup></b>

Total Basement Area  
(Car Parking, Core and Plant) = 2815m<sup>2</sup>  
Basement Area (Core and Plant) = 431m<sup>2</sup>

Parking Schedule			Total Spaces
Level	Type		
-01 Basement Floor	Motorcycle Space		12
-01 Basement Floor	Standard Space		65
00 Ground Floor	Disabled Space		7
			<b>84</b>

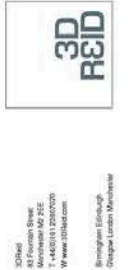
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2	Area allocation removed	20/07/12	AF	AF
3	Area allocation added	20/07/12	AF	AF
4	Area allocation removed	20/07/12	AF	AF
5	Area allocation added	20/07/12	AF	AF
6	Area allocation removed	20/07/12	AF	AF
7	Area allocation added	20/07/12	AF	AF
8	Area allocation removed	20/07/12	AF	AF
9	Area allocation added	20/07/12	AF	AF
10	Area allocation removed	20/07/12	AF	AF
11	Area allocation added	20/07/12	AF	AF
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82	Area allocation removed	20/07/12	AF	AF
83	Area allocation added	20/07/12	AF	AF
84	Area allocation removed	20/07/12	AF	AF

CLIENT  
**HPHA Ltd.**

PROJECT NO: 110475  
SCALE: 1:125  
DATE: 20.05.12  
DRAWN: SW  
CHECKED: AF

PROJECT  
**Hyde Park Hayes 4**

DRAWING  
**Basement Floor Plan**



DRAWING NO: 110475-D-100  
F



NOTES

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- Office
- Plant
- Service Core

Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	1897.5 m <sup>2</sup>
01 First Floor	1493.4 m <sup>2</sup>
02 Second Floor	1787.4 m <sup>2</sup>
03 Third Floor	1787.4 m <sup>2</sup>
Grand total	6965.6 m <sup>2</sup>

Total Basement Area  
(Car Parking, Core and Plant) = 2612m<sup>2</sup>  
Basement Area (Core and Plant) = 431m<sup>2</sup>

Parking Schedule		
Level	Type	Total Spaces
-01 Basement Floor	Motorcycle Space	12
-01 Basement Floor	Standard Space	65
00 Ground Floor	Disabled Space	7
		84

Rev	Description	Date	Drawn	Checked
1	Full basement area description added	20/07/12	AF	JM
2	Area schedules added	20/07/12	AF	JM
3	025 Schedule added	20/07/12	AF	JM
4	Area schedules removed	20/07/12	HM	AF
5	Site Block Added	24/08/12	HM	AF

REVISIONS  
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HPHA Ltd.

PROJECT NO: 110475  
SCALE: 1:125  
DATE: 20.05.12  
DRAWN: SW  
CHECKED: AF

PROJECT  
Hyde Park Hayes 4

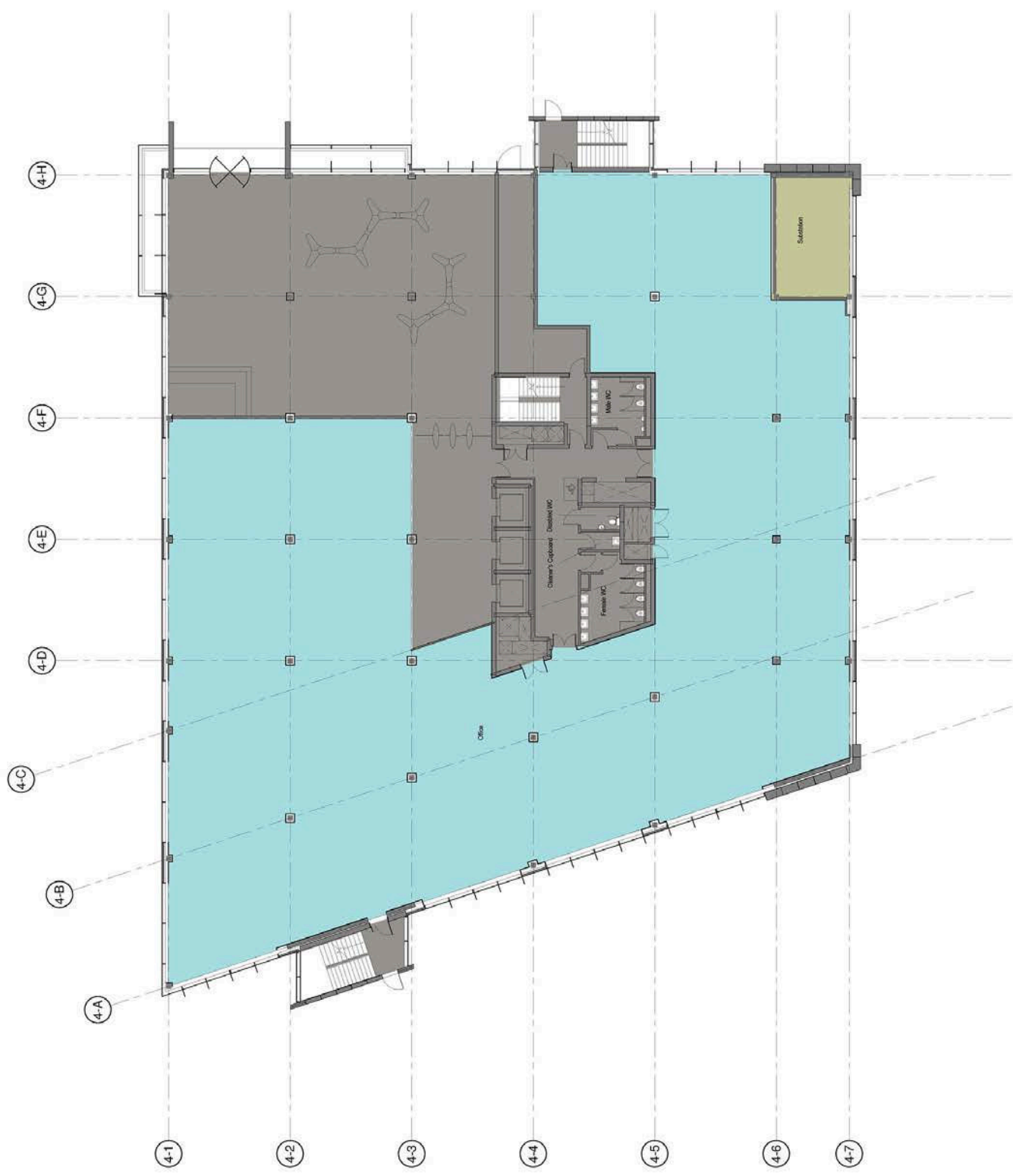
DRAWING  
Ground Floor Plan



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W: www.3d Reid.com

Birmingham City Council  
Design Lead: Manchester

DRAWING NO: 110475-D 101  
E





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Office  
Service Core

Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	1897.5 m <sup>2</sup>
01 First Floor	1493.4 m <sup>2</sup>
02 Second Floor	1787.4 m <sup>2</sup>
03 Third Floor	1787.4 m <sup>2</sup>
Grand total	6965.6 m <sup>2</sup>

Total Basement Area (Car Parking, Core and Plant)	2612m <sup>2</sup>
Basement Area (Core and Plant)	431m <sup>2</sup>

Parking Schedule			Total Spaces
Level	Type		
-01 Basement Floor	Motorcycle Space		12
-01 Basement Floor	Standard Space		65
00 Ground Floor	Disabled Space		7
			84

Rev	Description	Date	Drawn	Checked
1	Full basement area description added	20/07/12	AF	JM
2	Full basement area description added	20/07/12	AF	JM
3	Full basement area description added	20/07/12	AF	JM
4	Area schedules removed	20/07/12	HM	AF
5	Use Block A/B/C/D/E	24/08/12	HM	AF

CLIENT  
**HPHA Ltd.**

PROJECT NO: 110475

SCALE: 1:125  
DATE: 20.05.12  
DRAWN: SW  
CHECKED: AF

PROJECT  
**Hyde Park Hayes 4**

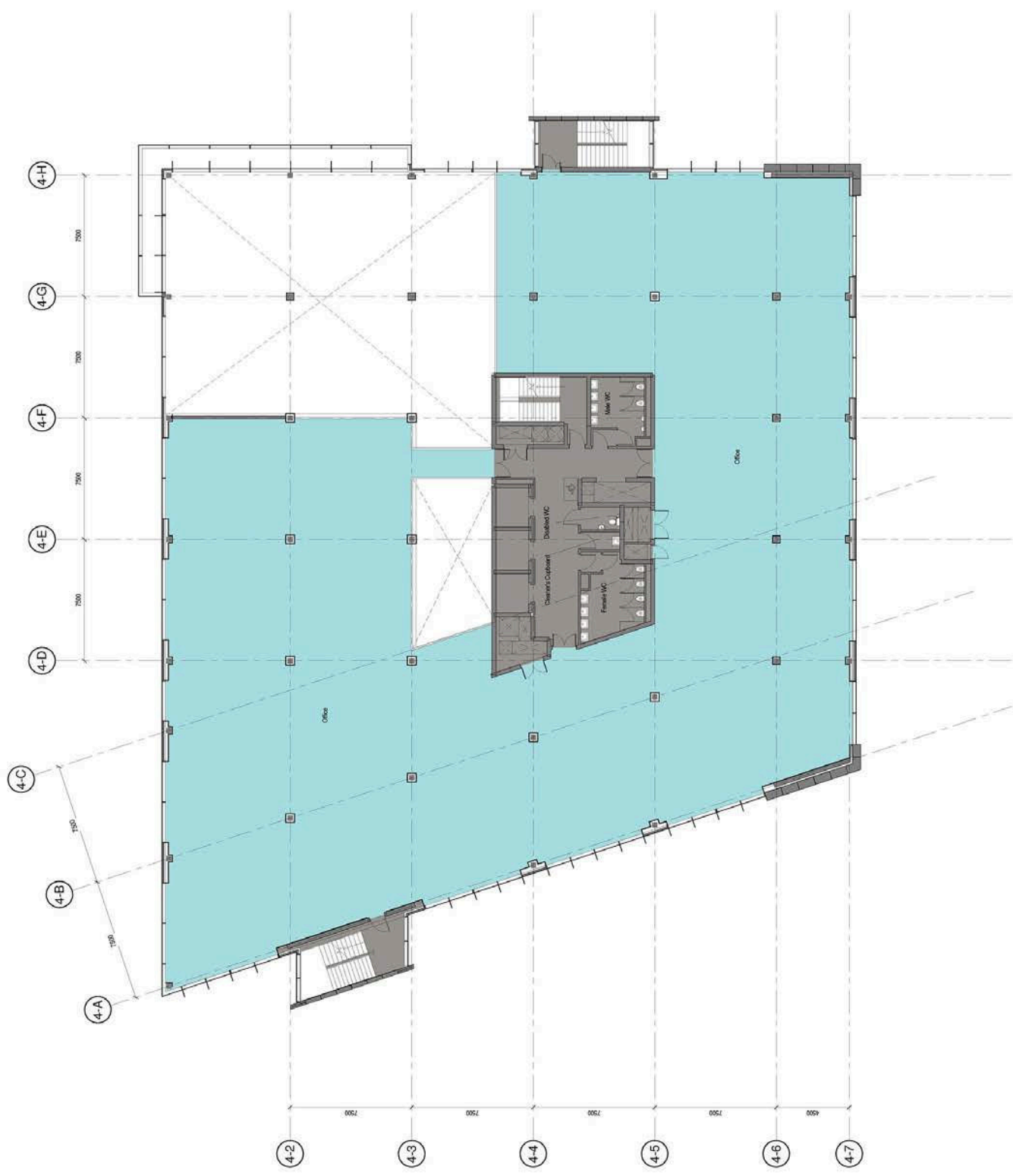
DRAWING  
**First Floor Plan**



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Birmingham City Council  
Design Lead: Manchester

DRAWING NO:  
**110475-D 102**



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Office  
Service Core

Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	1897.5 m <sup>2</sup>
01 First Floor	1493.4 m <sup>2</sup>
02 Second Floor	1787.4 m <sup>2</sup>
03 Third Floor	1787.4 m <sup>2</sup>
Grand total	6965.6 m <sup>2</sup>

Total Basement Area (Car Parking, Core and Plant)	=	2612m <sup>2</sup>
Basement Area (Core and Plant)	=	431m <sup>2</sup>

Parking Schedule			Total Spaces
Level	Type		
-01 Basement Floor	Motorcycle Space		12
-01 Basement Floor	Standard Space		65
00 Ground Floor	Disabled Space		7
			84

Rev	Description	Date	Drawn	Checked
1	Initial basement area description added	20/07/12	AF	JM
2	Final basement area description added	20/07/12	AF	JM
3	025 Spaces added	20/07/12	AF	JM
4	Area schedules removed	20/07/12	HM	AF
5	Use Block Added	24/08/12	HM	AF

CLIENT  
**HPHA Ltd.**

PROJECTING: 110475

SCALE: 1:125  
DATE: 20.05.12  
DRAWN: SW  
CHECKED: AF

PROJECT  
**Hyde Park Hayes 4**

DRAWING  
**Second Floor Plan**

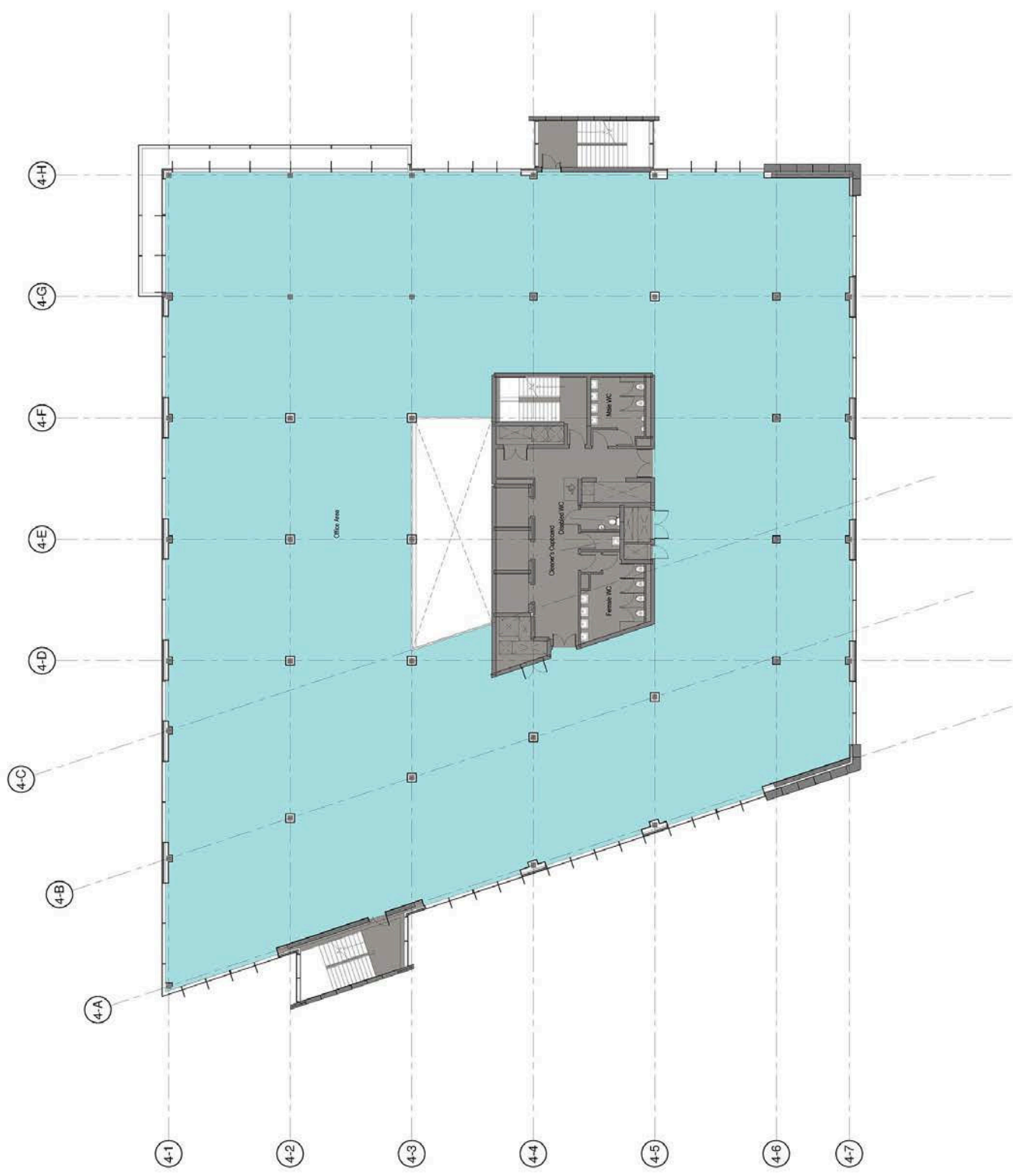
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W: www.3d Reid.com

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Oxford London Manchester

DRAWING No:  
**110475-D 103**

E



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Office  
Service Core

Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	1897.5 m <sup>2</sup>
01 First Floor	1493.4 m <sup>2</sup>
02 Second Floor	1787.4 m <sup>2</sup>
03 Third Floor	1787.4 m <sup>2</sup>
Grand total	6965.6 m <sup>2</sup>

Total Basement Area  
(Car Parking, Core and Plant) = 2612m<sup>2</sup>  
Basement Area (Core and Plant) = 431m<sup>2</sup>

Parking Schedule			Total Spaces
Level	Type		
-01 Basement Floor	Motorcycle Space		12
-01 Basement Floor	Standard Space		65
00 Ground Floor	Disabled Space		7
			84

Rev	Description	Date	Drawn	Checked
1	Full basement area description added	20/07/12	AF	JM
2	Area schedules added	20/07/12	AF	JM
3	Area schedules added	20/07/12	AF	JM
4	Area schedules removed	20/07/12	HM	AF
5	Site Block Added	24/08/12	HM	AF

CLIENT  
**HPHA Ltd.**

PROJECT NO: 110475

SCALE: 1:125  
DATE: 20.05.12  
DRAWN: SW  
CHECKED: AF

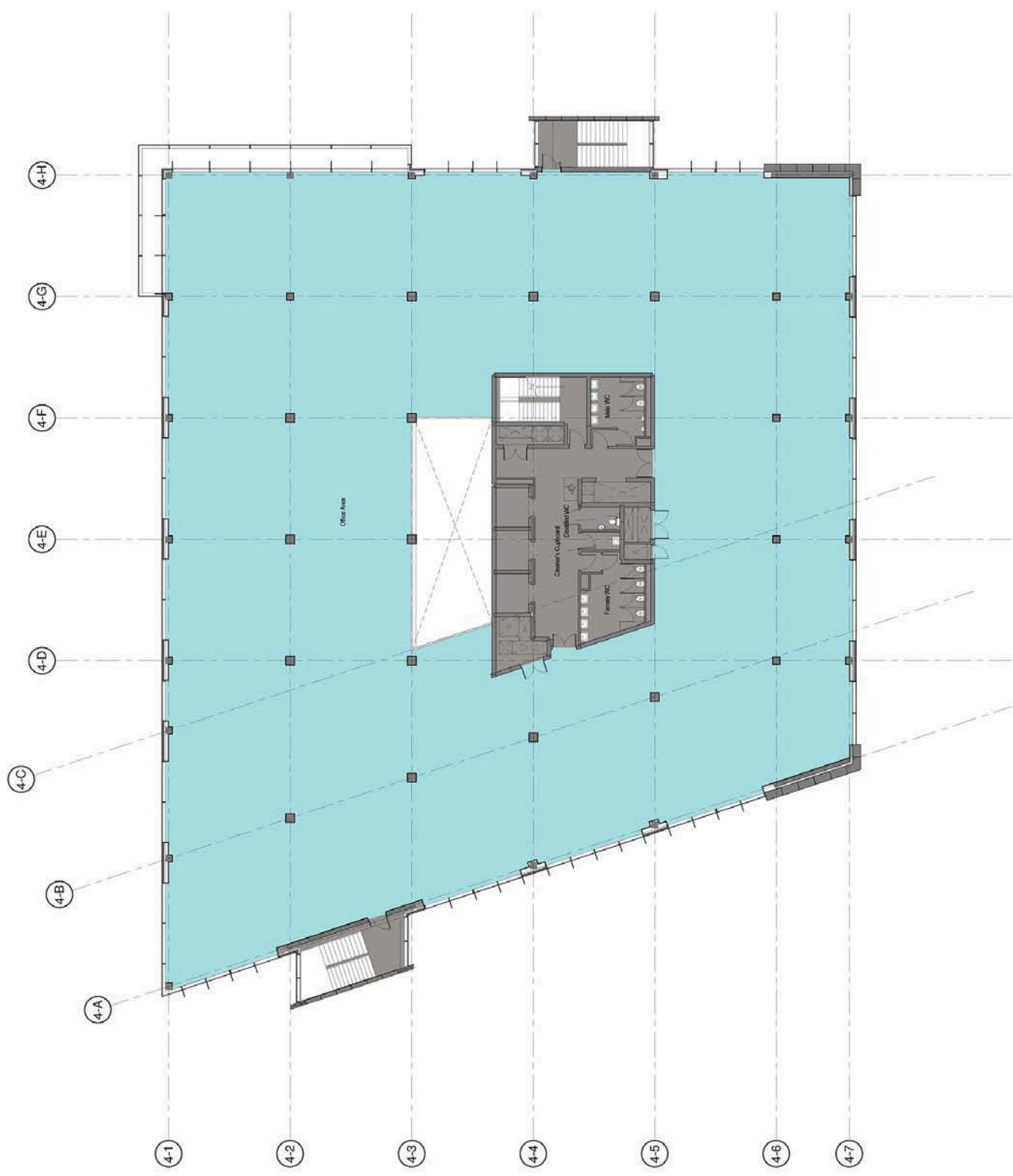
PROJECT  
**Hyde Park Hayes 4**

DRAWING  
**Third Floor Plan**



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DRAWING NO:  
**110475-D 104**



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Parking Schedule			Total Spaces
Level	Type		
-01 Basement Floor	Motorcycle Space		12
-01 Basement Floor	Standard Space		65
00 Ground Floor	Disabled Space		7
			84

C: Area Schedule Issued 26/07/12 NM AF  
 B: PPA issued 20/04/12 AF SW  
 A: The Block Approved 20/04/12 SW AF

REV No Description Date Drawn By  
 CLIENT: HPHA Ltd.

PROJECT: Hyde Park Hayes 4

PROJECT NO: 110475

SCALE: 1:125 DATE: 20.04.12 DRAWN BY: SW CHECKED BY: AF

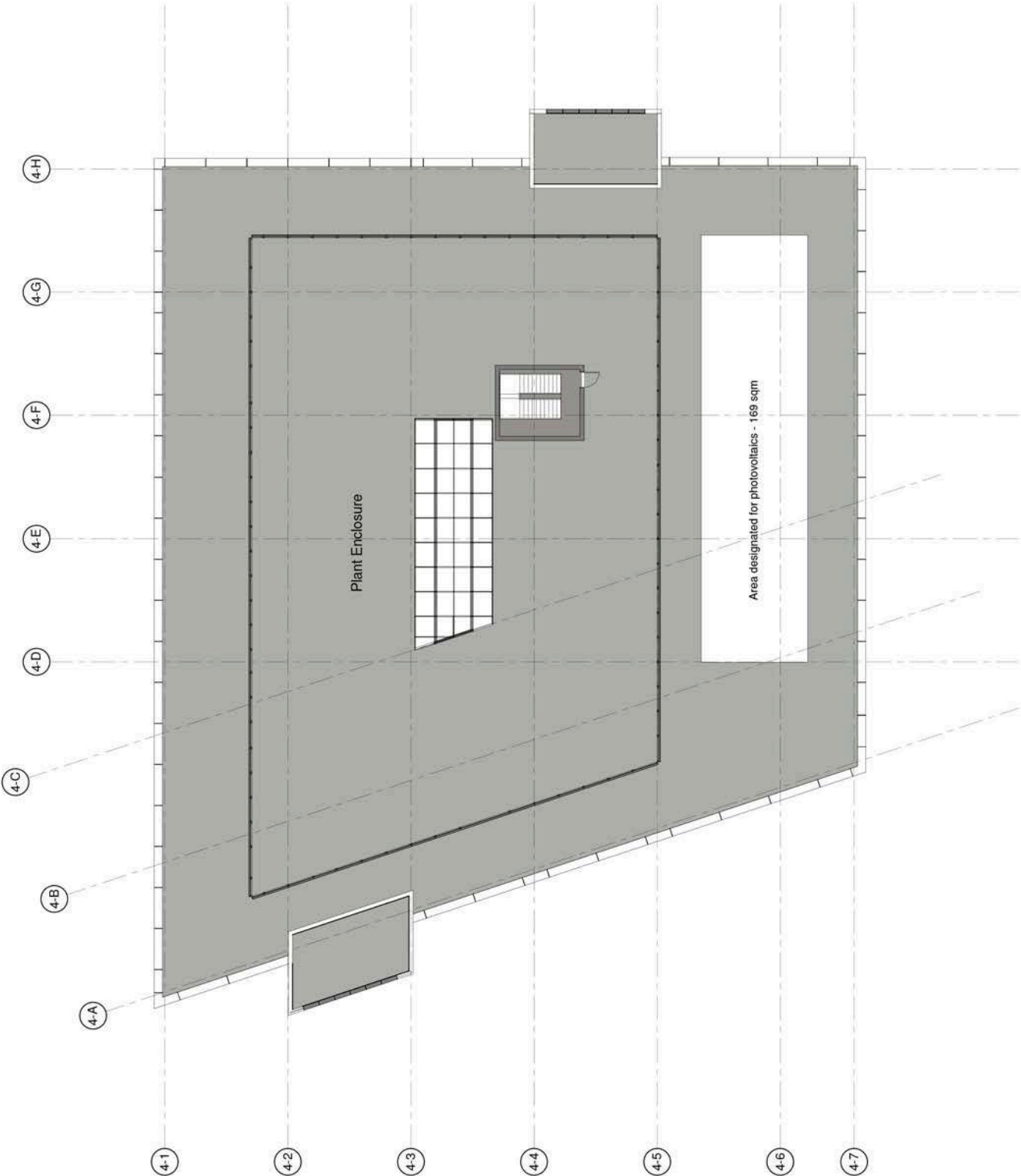
DRAWING: Roof Plan



3D REID  
 80 Foston Street  
 Birmingham B3 2YU  
 T: +44(0)121 2400275  
 W: www.3d Reid.com

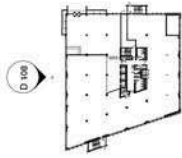
DRAWING No: 110475- D 105

C



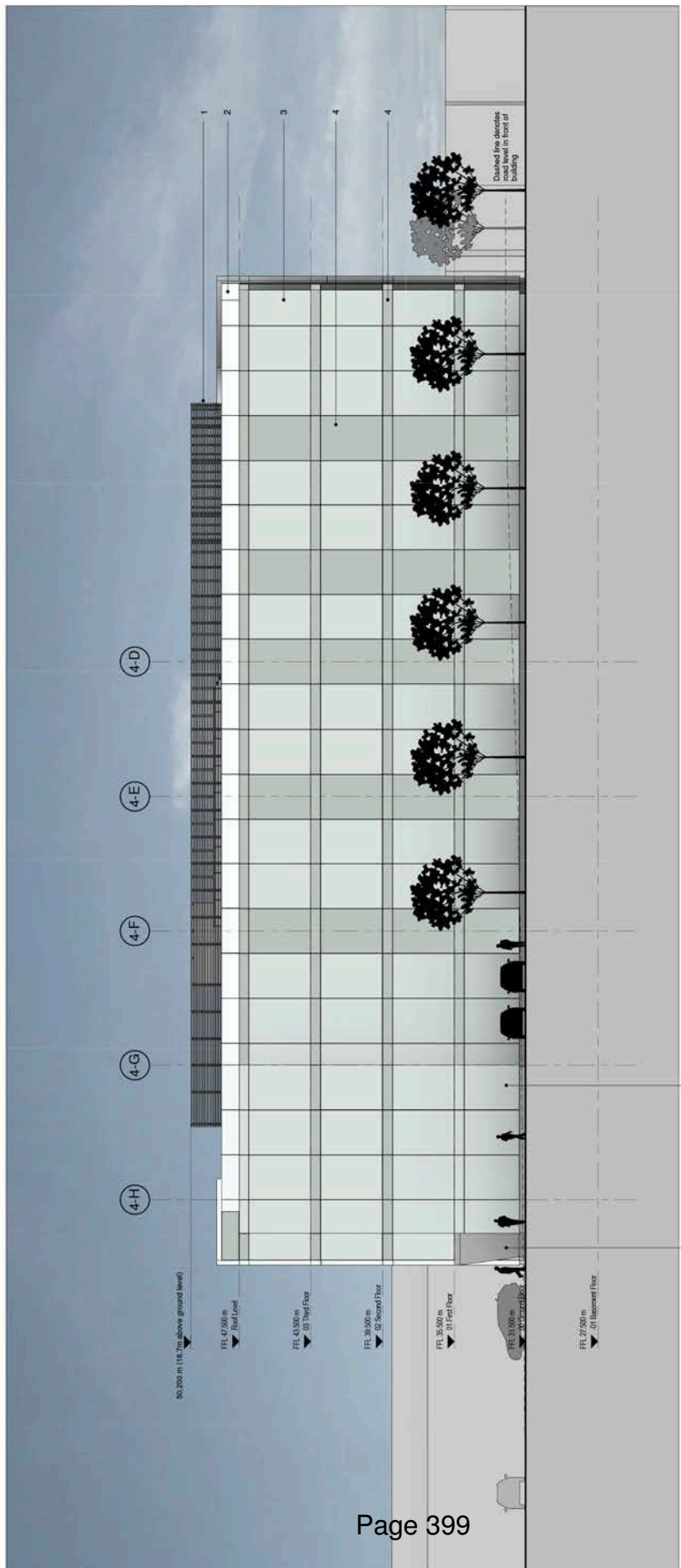
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KEY PLAN



Material Schedule

1. Louvered plant enclosure
2. Solid aluminium insulated panel
3. Glazed curtain wall system
4. Glazed spandrel panel
5. Portico entrance



PROJECT NO: 110475

SCALE	DATE	DRWN	CHECKED
As Indicated	03/22/12	SW	AF

CLIENT: HPHA Ltd.

PROJECT: Hyde Park Hayes 4

DRAWING: North Elevation

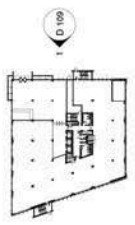


DRAWING No: 110475- D 108  
A



DO NOT SCALE FROM THIS DRAWING. DIMENSIONS SHOWN TAKE PRECEDENCE OVER ANY DIMENSIONS CHECKED ON SITE. COPYRIGHT RESERVED.

KEY PLAN



- Material Schedule
1. Louvered panel enclosure colour grey
  2. 100mm insulation system
  3. Glazed spandrel panel
  4. Public entrance
  5. Solid aluminium cladding panel
  6. Printh
  7. Solid aluminium insulated panel

A Presentation Update - elevation  
 24.06.12 NM AF  
 Rev Description Date Dwn Ck

CLIENT  
HPHA Ltd.

PROJECT NO. 110475

SCALE DATE DRAWN CHECKED  
 As 03/22/12 SW AF

PROJECT  
Hyde Park Hayes 4

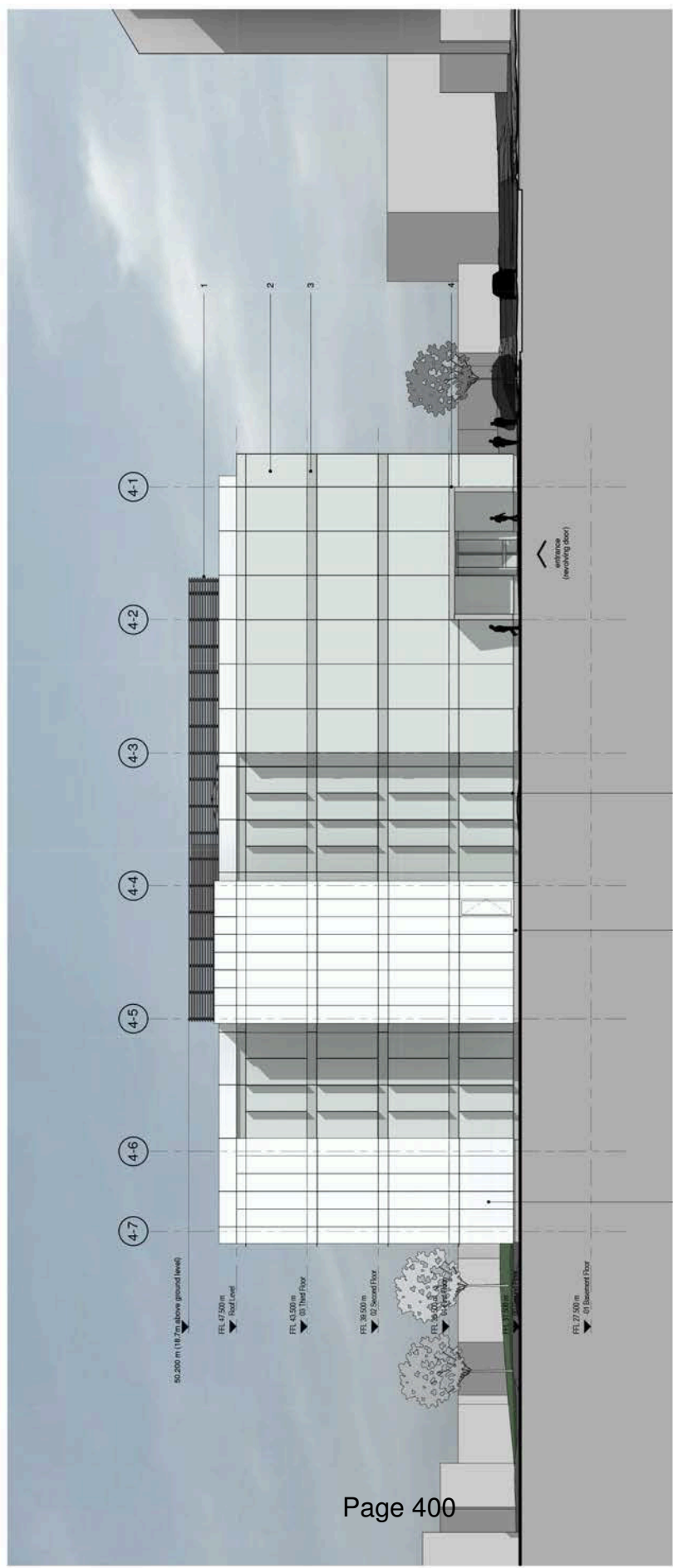
DRAWING  
East Elevation



3D REID  
 80 Fournier Street  
 Birmingham B2 4JH  
 T +44(0)121 2360273  
 W www.3d Reid.com

Birmingham, Edingburgh  
 Glasgow, London, Manchester

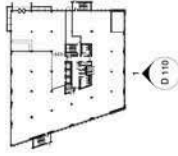
DRAWING No.  
110475 - D 109



NOTES

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DIMENSIONS SHOWN TAKE PRECEDENCE OVER  
DIMENSIONS NOTED ON SITE.  
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KEY PLAN



- Material Schedule
1. Louvered panel enclosure colour grey
  2. Colour grey metal system Glazed (panoramic) panel
  3. Profiled metal frame solid
  4. Solid aluminium insulated panel
  5. Colour white
  6. Vertical frame panel
  - 7.

A Preparation Update - revision 24.05.12 NM AF  
 Rev Description Date Dwg Ck

CLIENT  
HPHA Ltd.

PROJECT NO. 110475

SCALE	DATE	DRWN	CHECKED
As Indicated	03/22/12	SW	AF

PROJECT  
Hyde Park Hayes 4

DRAWING

South Elevation

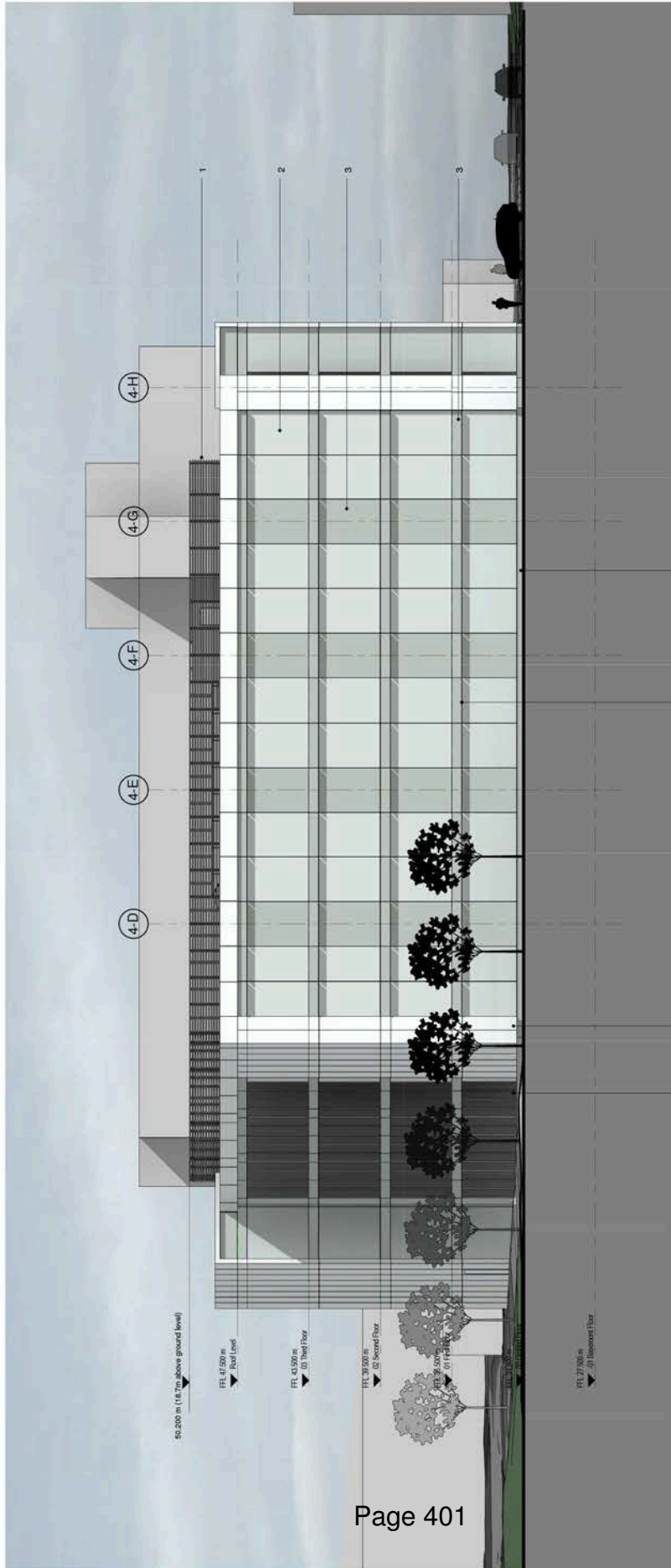
3D REID  
 85 TOWNSEND STREET  
 BIRMINGHAM B15 2JF  
 T +44(0)121 2400273  
 W www.3dreid.com

Birmingham, Edinburg  
 Glasgow, London, Manchester

DRAWING No.

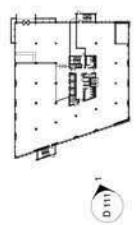
110475- D 110

A



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KEY PLAN



Material Schedule

1. Louvered plant enclosure colour: grey
2. Vertical base soffit colour: white
3. Glazed panel: panel colour: white
4. Vertical base soffit colour: white
5. Horizontal base soffit colour: grey
6. Soffit: grey

A. Preparation Update - elevation 24.05.12 NM AF  
 Rev Description Date Dwg Ck

REVISIONS  
 CLIENT  
 HPHA Ltd.

PROJECT NO: 110475

SCALE DATE DRAWN CHECKED  
 AS 03/22/12 HM AF

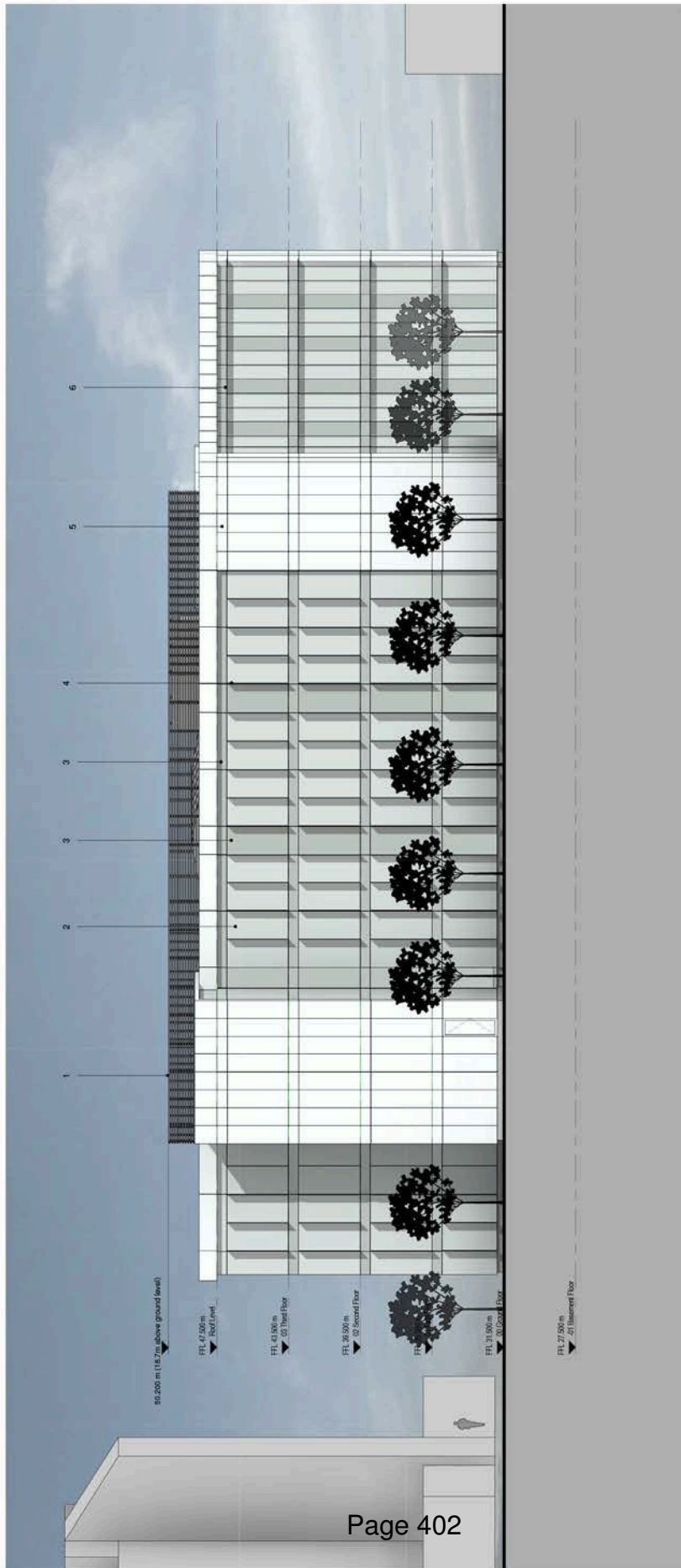
PROJECT  
 Hyde Park Hayes 4

DRAWING  
 South West Elevation















3D REID  
 80 Fournier Street  
 Birmingham B3 7YU  
 T +44(0)121 2300273  
 W www.3dreid.com

Birmingham, Edinburg  
 Glasgow, London, Manchester  
 DRAWING No.  
 110475- D 111 A





**KEY**

-  Shrub
-  Hedge
-  Grass
-  Specimen Shrub
-  Tree
-  Paved area & feature banding
-  Bimac Roadway
-  Bimac Footpath
-  Paved Roadway
-  Benches
-  Bollards
-  Light column

REV D - Red line updated 120717  
 REV C - Red & blue lines updated 120522  
 REV B - Red line amended, walls/steps added 120606  
 REV A - Planning Issue Draft 120522

**H E D**  
 Hyland Edger Driver

Landscape Architects and Urban Designers

HYDE\_PARK\_HAYES

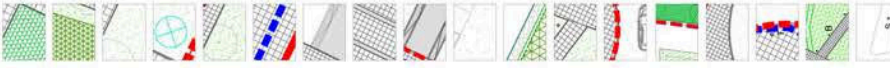
LANDSCAPE ILLUSTRATIVE MASTERPLAN

DATE	DESIGNED BY	PROJECT NO.	REVISION
MAY12	JS	15008A1	DP
			D
			HED.983.101
			B





KEY



REV E - Parking areas updated 12/11/13  
 REV D - Red line & HEDH updated 12/07/17  
 REV C - Red line & HEDH updated 12/07/17  
 REV B - Red line amended, walkways added 12/06/06  
 REV A - Planning Issue Draft 12/05/02

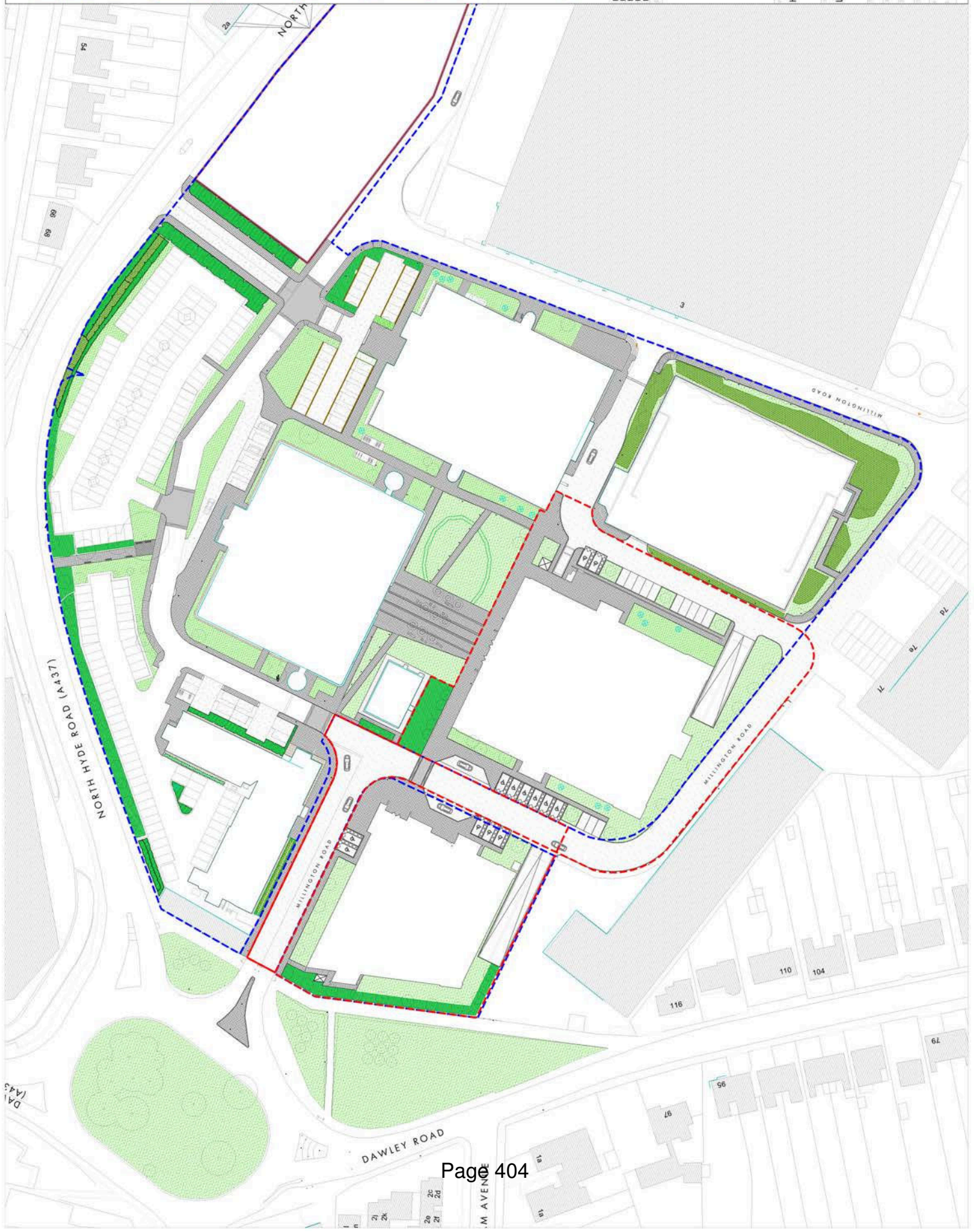
**H E D**  
 Hyland Edgar Driver

Landscape Architects and Urban Designers  
 One Newbery Way, Golden Square, Manchester, M1 3BE  
 Telephone: 0161 2751500 Fax: 0161 2751505

HYDE\_PARK\_HAYES

LANDSCAPE\_MASTERPLAN

DATE	12/11/13	BY	JS
NO.	1500/A1	REVISION	DP
PROJECT	HYDE PARK HAYES	REF	HED.903.102
SCALE	1:100	DATE	E
PROJECT	HYDE PARK HAYES	DATE	B





	Ground cover
	Hedge
	Grass
	Specimen shrub
	Tree
	Paving slabs to pedestrian walkways, 450x150mm Marshalls Saxon textured to match existing. Natural or equivalent approved.
	Marshalls concrete textured sett paving, 100x100mm - Silver grey
	Marshalls concrete textured sett paving, 100x100mm - Charcoal
	Marshalls Keyblock, 200x100mm - Charcoal or equivalent approved - Herringbone pattern
	Tarmac surface
	Gravel edge strip
	Pin kerb, 150x50x915mm
	Half battered kerb 125x255mm
	Boundary fence
	Bollard
	Twin lamp column light to match existing
	Bollard light to match existing
	Street light to match existing

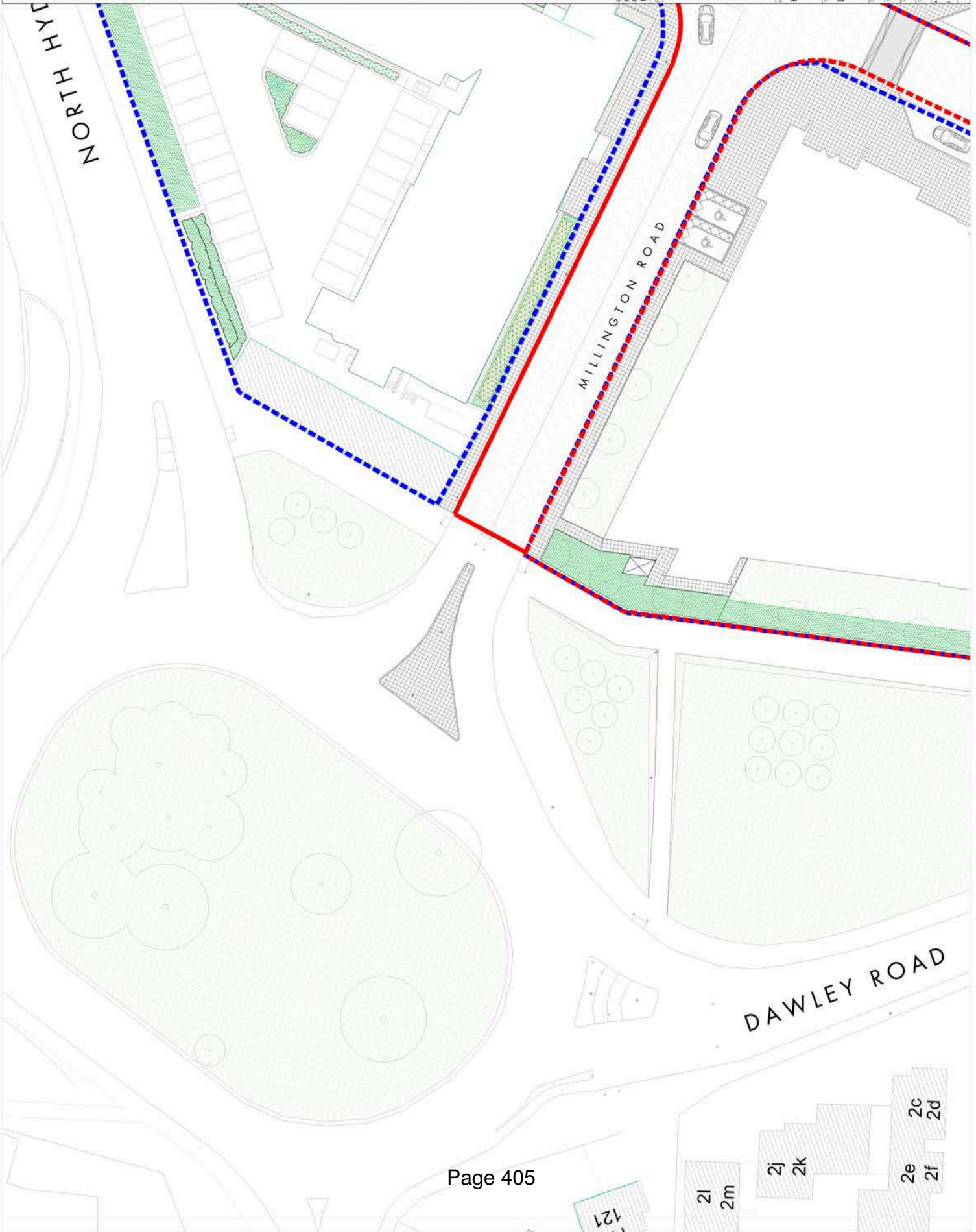
REVISIONS

REV D - Red line & HP&E updated 120717  
 REV C - Red & blue lines updated 120622  
 REV B - Red line amended, walksteps added 120606  
 REV A - Planning Issue Draft 120622

**H | E | D**  
 Hyland Edgar Driver  
 Landscape Architects and Urban Designers  
 One Wilson Way, Collier Terrace, Newcastle, Newcastle 2061 NSW  
 Telephone: 01893 311600 Fax: 01893 313943

PROJECT: HYDE\_PARK\_HAYES  
 SUBJECT: LANDSCAPE\_GENERAL\_ARRANGEMENT\_(1\_OF\_4)

DATE	MAY12	DRAWN BY	JS
SCALE	1:200	CHECKED BY	DP
DRAWING NUMBER	HED.983.103	REVISION	D
DRAWING STATUS	B		
A - PRELIMINARY	B - SCHEMATIC PLANNING	C - SCHEMATIC DESIGN	D - FINAL FOR CONSTRUCTION
E - CONSTRUCTION	F - AS BUILT		





KEY	Ground cover	Hedge	Grass	Specimen shrub	Tree
	Paving slabs to pedestrian walkways: 450x450mm Marshalls Saxton textured to match existing. Natural or equivalent approved.				
	Marshalls concrete textured sett paving, 100x100mm - Silver grey.				
	Marshalls concrete textured sett paving, 100x100mm - Charcoal.				
	Marshalls Koyblock, 200x100mm - Charcoal or equivalent approved - Herringbone pattern.				
	Tarmac surface.				
	Gravel edge strip.				
	Pin kerb, 150x50x915mm.				
	Half battered kerb 125x255mm.				
	Boundary fence.				
	Bollard.				
	Twin lamp column light to match existing.				
	Bollard light to match existing.				
	Street light to match existing.				

REVISIONS

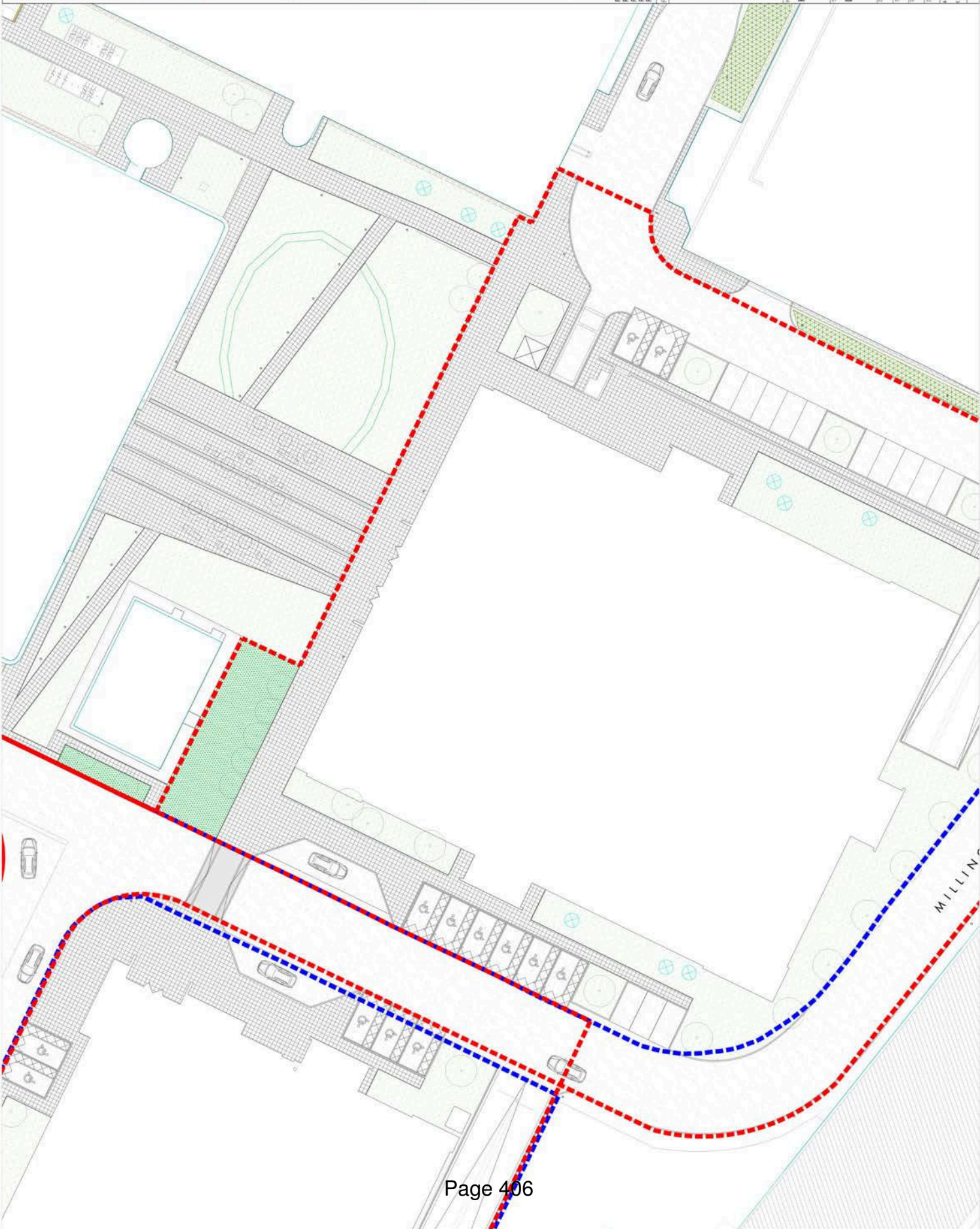
REV E - Carpark amended 17/11/18  
 REV D - Carpark amended 17/11/17  
 REV C - Plot & blue lines updated 12/08/22  
 REV B - Red line amended, walkways added 12/08/22  
 REV A - Planning Issue Draft 12/08/22

**H E D**  
 Hyland Edgar Driver  
 Landscape Architects and Urban Designers  
 One Avenue Way, Collier Terrace, Newcastle, Newcastle 2061 NSW  
 Telephone: 01893 311500 Fax: 01893 313393

PROJECT  
 HYDE PARK HAYES

SUBJECT  
 LANDSCAPE\_GENERAL\_ARRANGEMENT\_(2\_OF\_4)

DATE	MAY12	DRAWN BY	JS
SCALE	1:200	CHECKED BY	DP
DRAWING NUMBER	HED.983.104	REVISION	E
DRAWING STATUS	B		
A - PRELIMINARY	B - SCHEMATIC PLANNING	C - SCHEMATIC DESIGN	D - PRELIMINARY DESIGN
E - DESIGN DEVELOPMENT	F - CONSTRUCTION	G - AS BUILT	





**KEY**

- Ground cover
- Hedge
- Grass
- Specimen shrub
- Tree
- Paving slabs to pedestrian walkways: 450x450mm Marshalls Saxon textured to match existing. Natural or equivalent approved
- Marshalls concrete textured sett paving, 100x100mm - Silver grey
- Marshalls concrete textured sett paving, 100x100mm - Charcoal
- Marshalls Koyblock, 200x100mm - Charcoal or equivalent approved - Herringsbone pattern
- Tarmac surface
- Gravel edge strip
- Pin kerb, 150x50x915mm
- Half battered kerb 125x255mm
- Boundary fence
- Bollard
- Twin lamp column light to match existing
- Bollard light to match existing
- Street light to match existing

REV E - Carpark amended 17/1/18  
 REV A - Carpark amended 17/1/17  
 REV C - Plot & blue lines updated 12/8/22  
 REV B - Red line amended, walkways added 12/8/22  
 REV A - Planning Issue Draft 12/8/22

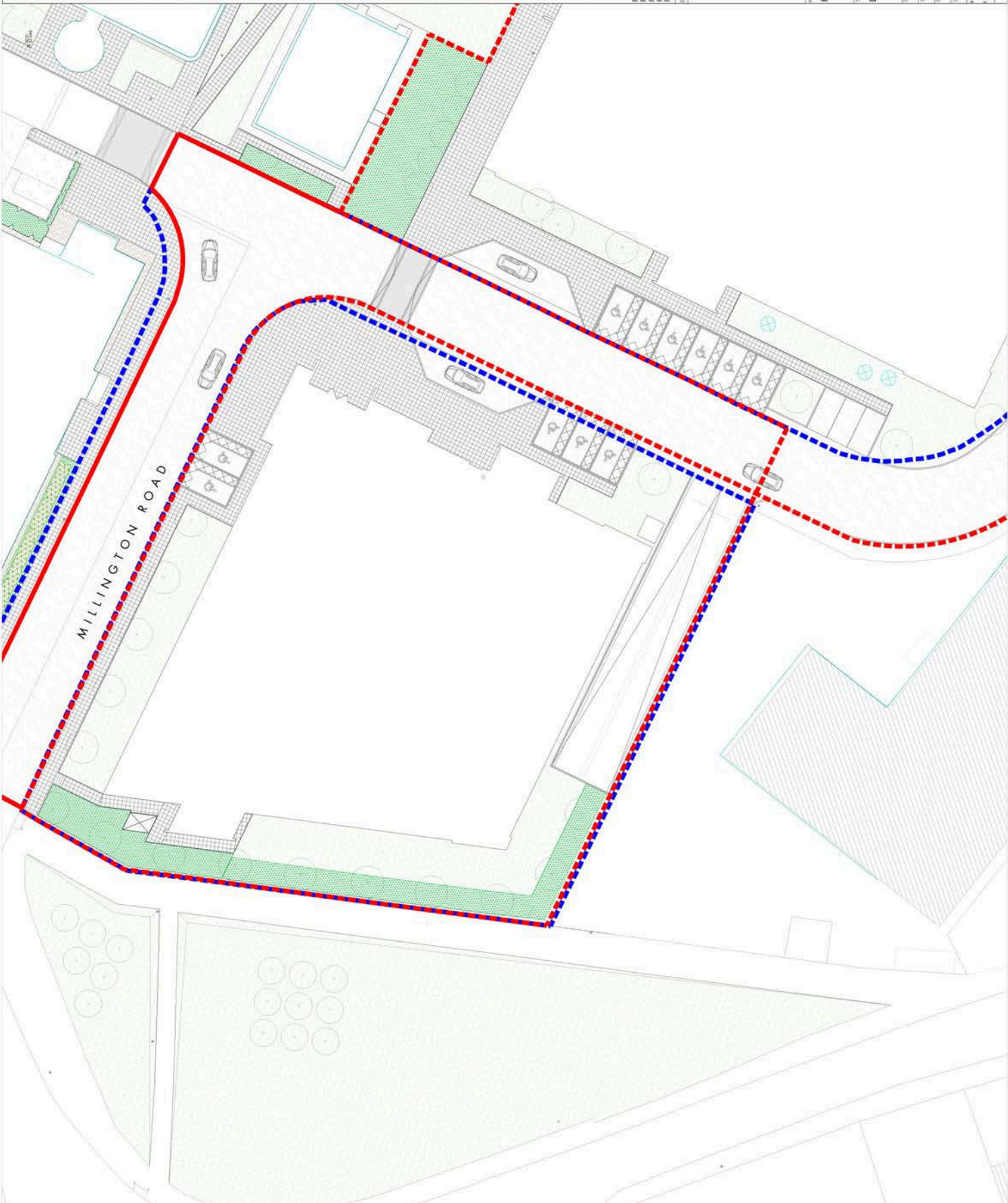
REVISIONS

**H | E | D**  
 Hyland Edgar Driver  
 Landscape Architects and Urban Designers  
 One Avenue Way, Collier Terrace, Northcote, Melbourne 3051 VIC  
 Telephone: 03 983 71100 Fax: 03 983 71393

PROJECT  
 HYDE\_PARK\_HAYES

SUBJECT  
 LANDSCAPE\_GENERAL\_ARRANGEMENT\_(3\_OF\_4)

DATE	MAY12	DRAWN BY	JS
SCALE	1:200	CHECKED BY	DP
DRAWING NUMBER	HED.983.105	REVISION	E
DRAWING STATUS	B		
A - PRELIMINARY	B - SCHEMATIC PLANNING	C - DESIGN DEVELOPMENT	D - CONCEPT DESIGN
E - DESIGN DEVELOPMENT	F - PRELIMINARY CONSTRUCTION	G - AS BUILT	H - CONSTRUCTION





KEY

- Ground cover
- Hedge
- Grass
- Specimen shrub
- Tree
- Paving slabs to pedestrian walkways, 450x150mm Marshalls Saxon textured to match existing. Natural or equivalent approved
- Marshalls concrete textured sett paving, 100x100mm - Silver grey
- Marshalls concrete textured sett paving, 100x100mm - Charcoal
- Marshalls Keyblock, 200x100mm - Charcoal or equivalent approved - Herringbone pattern
- Tarmac surface
- Gravel edge strip
- Pin kerb, 150x50x915mm
- Half battered kerb 125x255mm
- Boundary fence
- Bollard
- Twin lamp column light to match existing
- Bollard light to match existing
- Street light to match existing

REVISIONS

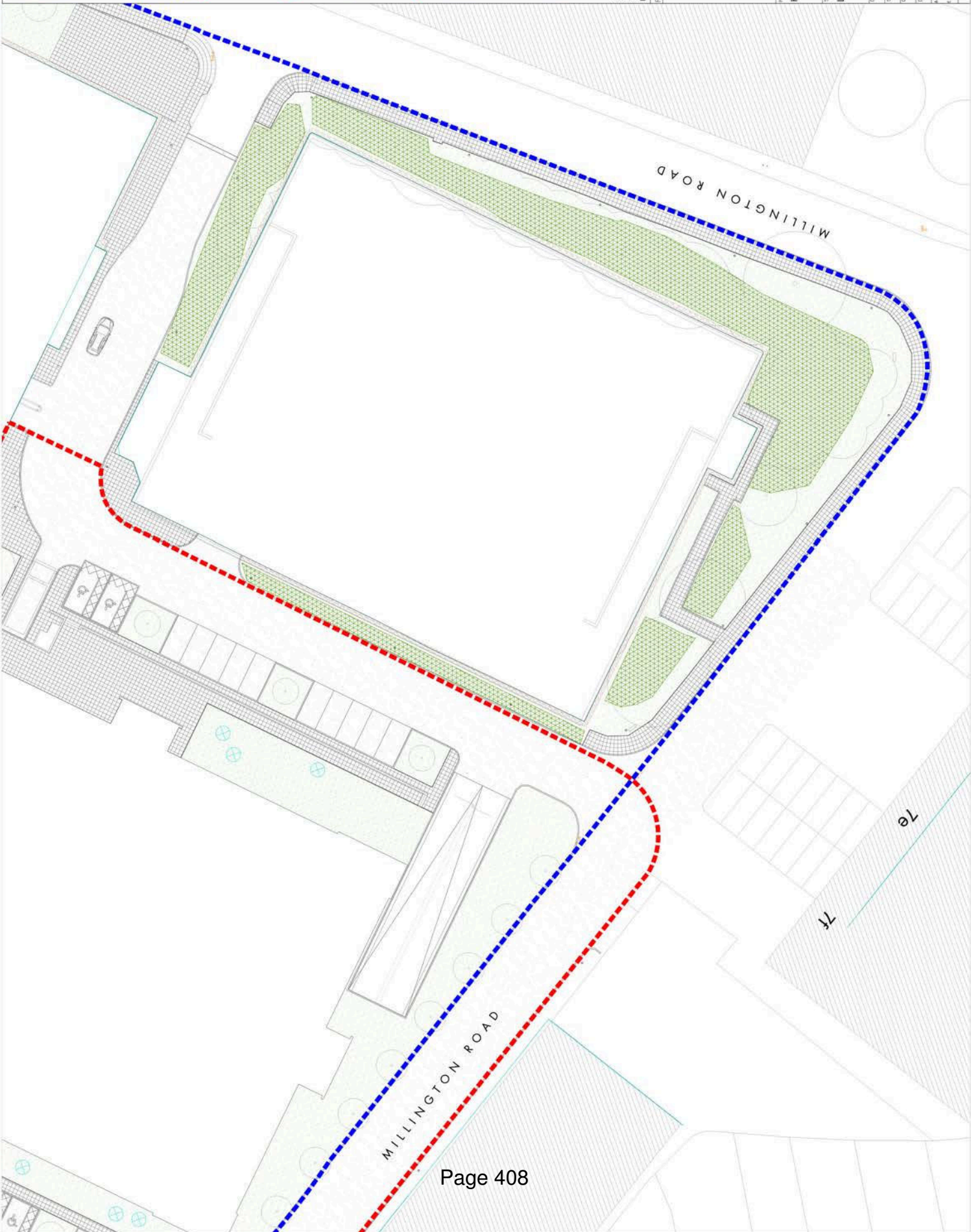
REV E - Carpark spaces revised 12/11/16  
 REV D - Final design for construction 12/11/16  
 REV C - Red & blue line updated 12/02/22  
 REV B - Red line amended, walkways added 12/06/22  
 REV A - Planning Issue Draft 12/02/22

**H | E | D**  
 Hyland Edgar Driver  
 Landscape Architects and Urban Designers  
 One Wilson Way, Collier Terrace, Newcastle, Newcastle City Council  
 Newcastle, NSW 2300, Australia (P: 081 313393)

PROJECT: HYDE PARK HAYES

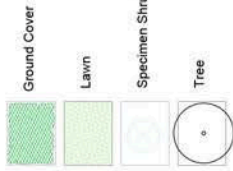
SUBJECT: LANDSCAPE\_GENERAL\_ARRANGEMENT\_(4\_OF\_4)

DATE	MAY12	DRAWN BY	JS
SCALE	1:200	CHECKED BY	DP
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DRAWING STATUS	B		
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E - CONCEPT DESIGN	F - SCHEMATIC PLANNING	G - CONCEPT DESIGN	H - PRELIMINARY DESIGN
I - CONCEPT DESIGN	J - SCHEMATIC PLANNING	K - CONCEPT DESIGN	L - PRELIMINARY DESIGN





**KEY**



**Maintenance and management specification :**

**Trees**  
Provide sufficient water to establish the newly planted trees. Prune trees to maintain clear sight lines and lighting of underground piping (after heavy winds). Maintain in a weed and disease free condition through the 5 year establishment period.

**Shrubs and groundcover**  
Provide sufficient water to establish the newly planted shrubs.  
Maintain in a weed free and disease free condition through the 5 year establishment period. Prune back from path edges to maintain in natural and tidy shapes. Remove all arisings offsite.

**Lawns**  
Maintain in a weed and disease free condition during the establishment period. Mow regularly to create a dense short sward. Remove all arisings offsite.

REV D - carpark space revised 12/1/16  
REV C - High Rise & LPHS updated 12/27/17  
REV B - Red & blue area updated 12/28/22  
REV A - Planning Issue Draft 12/28/22

**REVISIONS**

**H E D**  
Hyland Edgar Driver

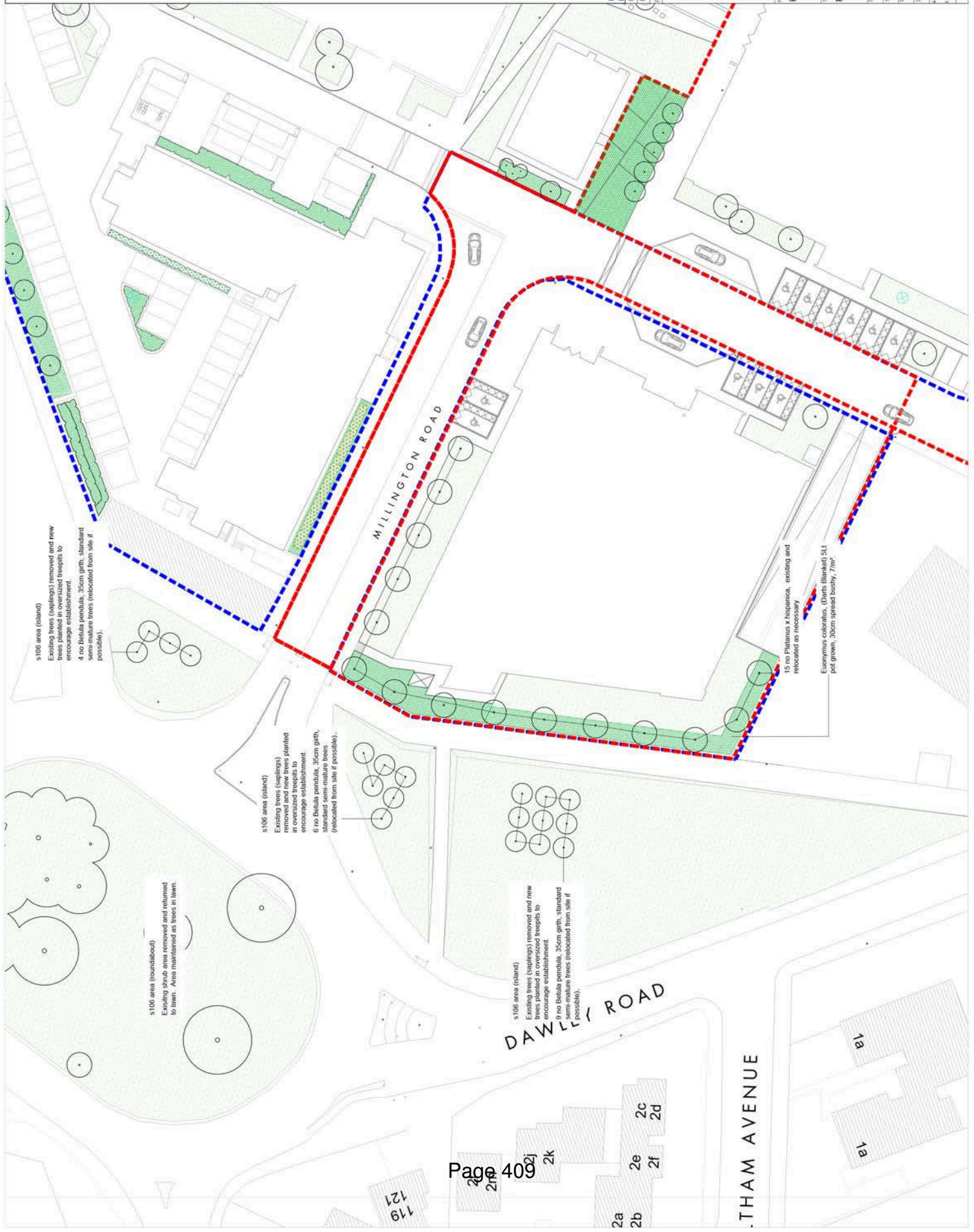
Landscape Architects and Urban Designers  
200 Westmore Way, Collier Terrace, Westchapel, Northcote, VIC 3070  
Telephone: 03 9453 11500 Fax: 03 9453 11593

PROJECT  
HYDE\_PARK\_HAYES

SUBJECT

PLANTING\_PLAN\_(WEST)\_10F2

DATE	DRAWN BY	DATE	DR
MAY2012	JS		
SCALE	CHECKED BY	DATE	DR
1:250@A1	DP		
DRAWING NUMBER	REVISION		
HED.983.107	D		
DRAWING STATUS			
B			
A - PRELIMINARY	B - SCAD FOR PLANNING	C - SCAD FOR DESIGN	D - FINAL FOR CONSTRUCTION
E - OBTAIN PERMITS	F - SUBMIT FOR APPROVAL	G - AS BUILT	H - AS BUILT





Key Plan:

HPH4

HPH5

Notes:

- DO NOT SCALE FROM THIS DRAWING. WORK ONLY TO DIMENSIONS SHOWN.
- ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
- FOR ALL SETTING OUT OF BUILDING GEOMETRY REFER TO ARCHITECTURAL DRAWINGS.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL MECHANICAL, ELECTRICAL, PLUMBING AND SPECIFICATIONS.
- ARCHITECT / TEAM TO CONFIRM NEED FOR FALLS OR DRAINAGE IN THE SUBJECT.
- IT IS UNDERSTOOD THAT THE ROADS WITHIN THE DRAWING IS PRIVATE. THIS IS TO BE CONFIRMED WITH THE LOCAL AUTHORITY.

Key:

	Ground Cover
	Hedge
	Grass
	Specimen Shrub
	Tree
	Paving slabs to pedestrian walkways 450x600mm Manufactured Slabs (suited to local loading) Natural or equivalent approved
	Manaballs Concrete Treated Set Paving 100x100mm - Silver grey
	Manaballs Concrete Treated Set Paving 100x100mm - Charcoal
	Manaballs Kerablock 200x100mm - Charcoal or equivalent approved - Harrington pattern
	Tarmac surface
	Gravel edge strip

75 10 91  
 2011  
 2012  
 2013  
 2014  
 2015  
 2016  
 2017  
 2018  
 2019  
 2020  
 2021  
 2022

File	By	Check	Approved	Date	Description

Client:

3DRoid

Elm House 43 Brook Green, London, W12 3PZ  
 Tel: 020 7461 5000  
 Email: info@halcrowvolles.com  
 www.halcrowvolles.com



**Halcrow Volles**  
 A CH2M HILL COMPANY  
 HYDE PARK HAYES  
 HPH4 & HPH5  
 HAYES

Drawing:

PROPOSED DEVELOPMENT  
 PLAN

Drawn by: SMH	Date: 23.07.12
Checked by: AM	Date: 23.07.12
Approved by:	Date:
Drawing No:	Revision:

FIGURE 2	P01
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Drawing Scale: 1:25

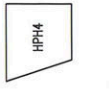


PRELIMINARY





Key Plan:



Notes:

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- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
- FOR ALL SETTING OUT OF BUILDING GEOMETRY REFER TO ARCHITECTURAL DRAWINGS.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL MECHANICAL, ELECTRICAL DRAWINGS AND SPECIFICATIONS.
- ARCHITECTS / TEAM TO CONFIRM NEED FOR FALLS OR DRAINAGE IN THE SUBSOIL.
- IT IS UNDERSTOOD THAT THE PLOTS WITHIN THE DRAINAGE IS PRIVATE. THIS IS TO BE CONFIRMED WITH THE LOCAL AUTHORITY.

Scale 1:500 @ A3

Key:

- PROPOSED FOUL WATER SENSER
- EXISTING FOUL WATER SENSERS TO BE RETAINED
- EXISTING FOUL WATER SENSERS TO BE ABANDONED
- PROPOSED FOUL WATER MANHOLES
- EXISTING FOUL WATER MANHOLES TO BE RETAINED
- PLANNING APPLICATION BOUNDARY
- PROPOSED BUILDING OUTLINE
- THAMES WATER FOUL SENSER
- COVER LEVEL
- INVERT LEVEL

Rev	By	Check	Issued	Date	Description

Client: HPHA LTD

Project: HYDE PARK-HAYES HPH4 & HPH5 HAYES



A CH2M HILL COMPANY

Drawn by: SJM

Checked by: AM

Approved by:

Drawn by No.

Date: 02/7/12

Date: 03/7/12

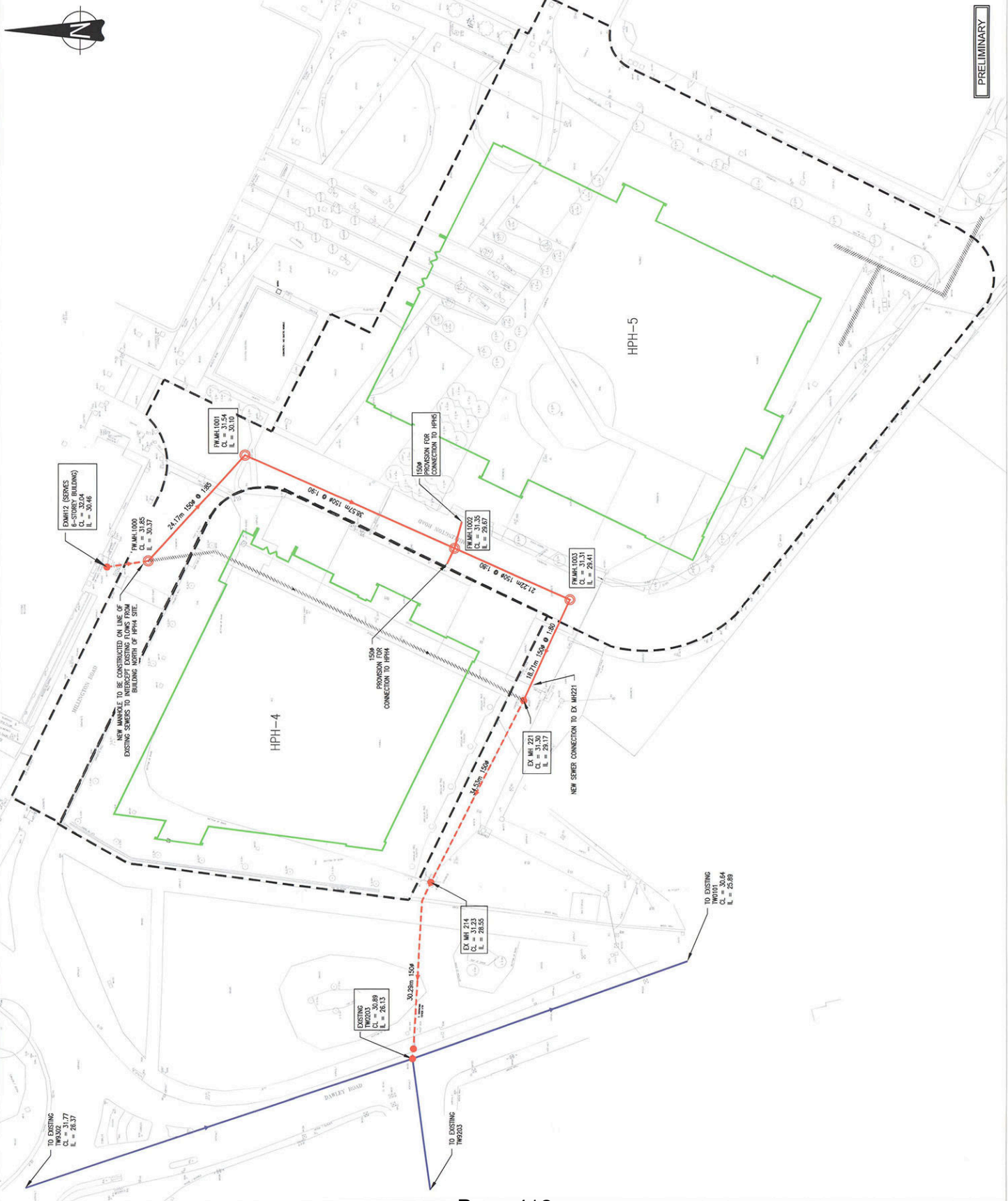
Date:

Revision

FIGURE 2

P00

Drawn by: NIS



PRELIMINARY



Key Plan:



Notes:

- DO NOT SCALE FROM THIS DRAWING, WORK ONLY TO DIMENSIONS SHOWN.
- ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
- FOR ALL DETAILS OUT OF BUILDING GEOMETRY REFER TO ARCHITECTURAL DRAWINGS.
- THIS DRAWING IS TO BE USED IN CONJUNCTION WITH ALL ARCHITECTURAL, ELECTRICAL, MECHANICAL AND PLUMBING SPECIFICATIONS.
- MANHOLE / TANK TO BE CONSTRUCTED FOR FALLS OR DRAINAGE IN THE BASINSET.
- IT IS THE RESPONSIBILITY OF THE DESIGNER TO VERIFY THAT THE DRAINAGE IS PRIVATE. THIS IS TO BE CONFIRMED WITH THE LOCAL AUTHORITY.
- EXISTING ROAD GULLY CONNECTIONS TO BE DISCONNECTED AND REROUTED TO NEW SWIFERS. DAMAGE TO BE REVERSED DURING DETAILED DESIGN.

Key:

- PROPOSED STORM WATER SEWER
- EXISTING STORM WATER SEWERS TO BE RETAINED
- EXISTING STORM WATER SEWERS TO BE ABANDONED
- PROPOSED STORM WATER MANHOLES
- EXISTING STORM WATER MANHOLES TO BE RETAINED
- EXISTING STORM WATER MANHOLES TO BE ABANDONED
- EXISTING SUMMITS
- PLANNING APPLICATION BOUNDARY
- PROPOSED BUILDING OUTLINE
- THAMES WATER STORM SEWER
- COVER LEVEL
- INVERT LEVEL
- OFFLINE STORAGE AREAS

No.	By	Check	Approved	Date	Description

Client: 3DR Reid

Drawn by: SJH

Checked by: AM

Approved by:

Date: 20/12/12

Project: HYDE PARK HAYES HPH4 & HPH5 HAYES

Drawings:

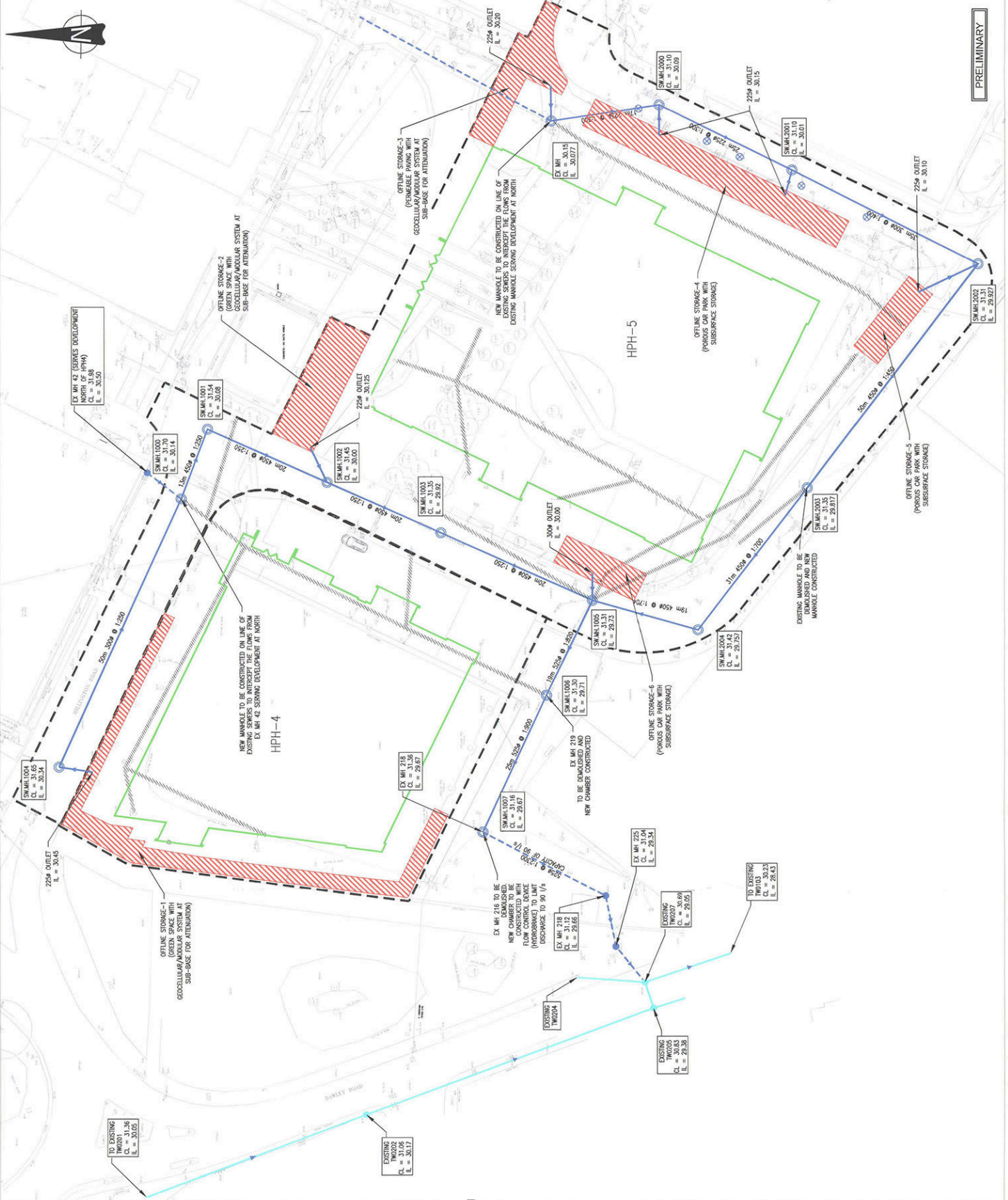
PROPOSED STORM WATER DRAINAGE STRATEGY

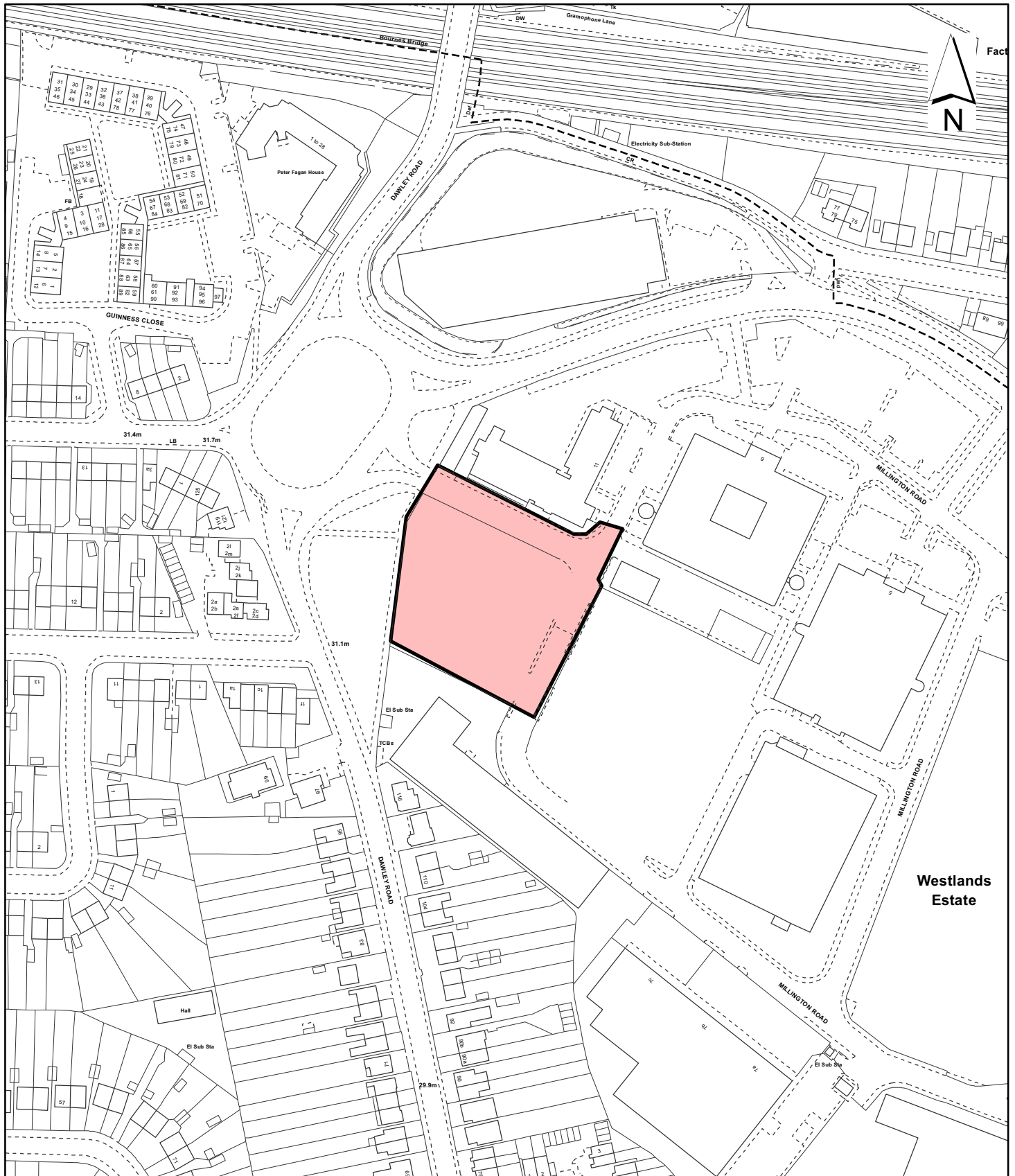
Drawn by: SJH  
 Checked by: AM  
 Approved by:  
 Date: 20/12/12

Revision: P01


FIGURE 3

PRELIMINARY





**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Hyde Park Hayes 4  
Millington Road  
Hayes**

Planning Application Ref:

**40652/APP/2012/2030**

Planning Committee

**Central and South**

Scale

**1:2,000**

Date

**November  
2012**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON






**SITE LOCATION PLAN**  
 Millington Road,  
 HAYES.

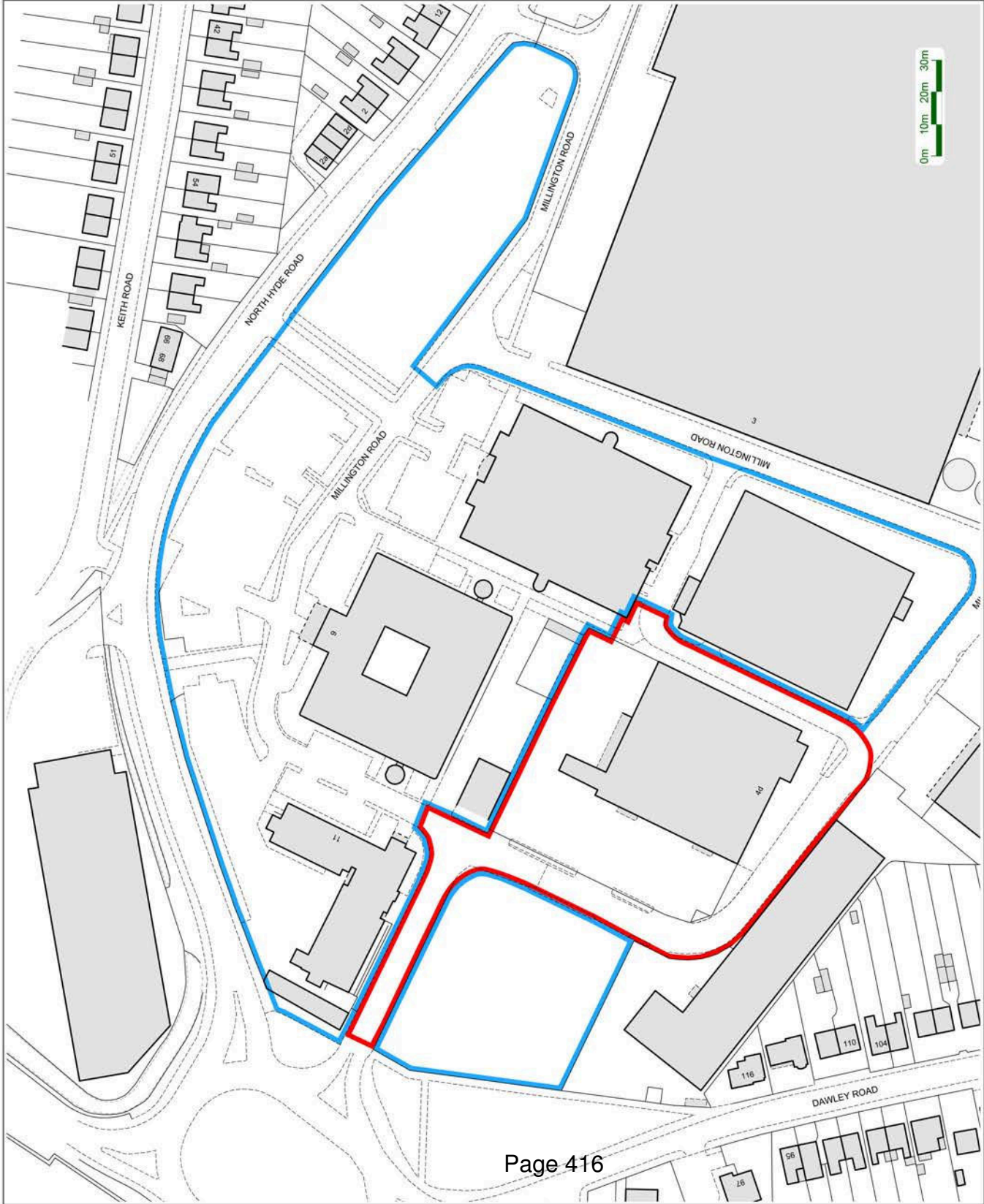
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 Plan No. : 1020/61/1\_SLP05

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MANCHESTER



HUNTINGDON

EDINBURGH

BRISTOL



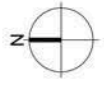
LONDON







Notes:  
 1. Do not scale from this drawing. All dimensions to be checked on site.  
 2. All dimensions are in meters unless otherwise stated.  
 3. All dimensions are to the centerline of the road.  
 4. All dimensions are to the centerline of the road.  
 5. All dimensions are to the centerline of the road.  
 6. All dimensions are to the centerline of the road.  
 7. All dimensions are to the centerline of the road.  
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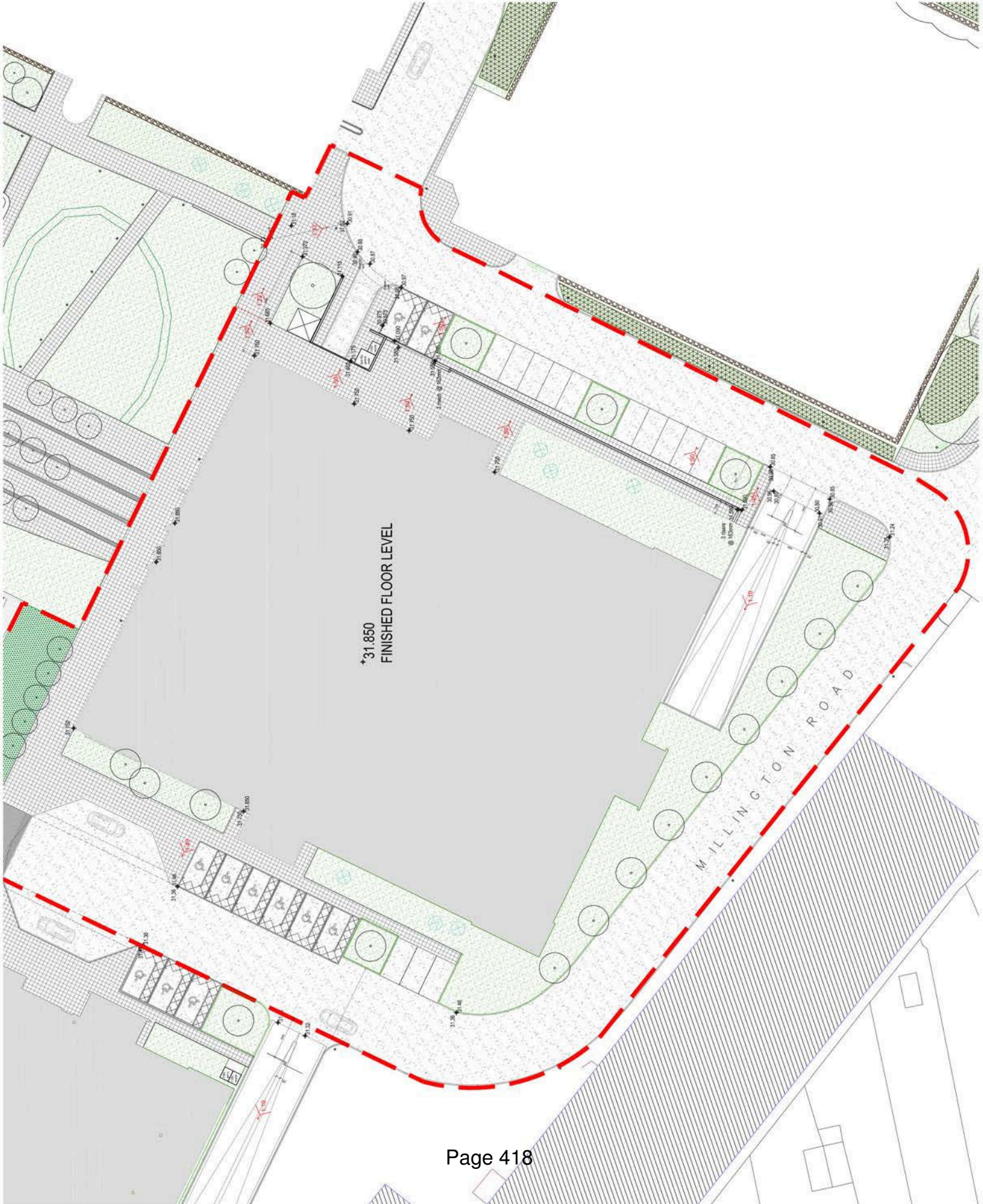


13/11/13 148  
 A. Drawing number, scale amended to 1:200 10/06/12 AP  
 Remarks:  
 Status:  
**PLANNING**  
 Client:  
**HPHA Ltd**  
 Project:  
**HYDE PARK HAYES 4 & 5**  
 Title:  
**SITE PLAN LAYOUT HPHS**

Scale: 1:200  
 Date: 10/06/12  
 Drawn: PHM  
 Checked: AP

3D REID  
 3D Foundation Street,  
 Manchester, M2 3EE  
 T +44 (0)161 230 4700  
 F +44 (0)161 230 4701  
 www.3d-reid.co.uk  
 Manchester, Avonmouth, Poole  
 Newport, London, Warrington

Project No: 110475  
 Drawing No: D-005  
 Rev: B







NOTES

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Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	3030.1 m <sup>2</sup>
01 First Floor	2554.8 m <sup>2</sup>
02 Second Floor	2765.3 m <sup>2</sup>
03 Third Floor	2765.3 m <sup>2</sup>
04 Fourth Floor	2765.3 m <sup>2</sup>
Grand total	13880.6 m <sup>2</sup>

Total Basement Area (Car park, Core and plant)	=	3985m <sup>2</sup>
Enclosed Basement Area (Core and plant)	=	428m <sup>2</sup>

Parking Schedule			Total Spaces
Level	Type		
-01 Basement	Disabled Space		7
-01 Basement	Motorcycle Space		5
-01 Basement	Standard Space		96
00 Ground Floor	Disabled Space		6
00 Ground Floor	Standard Space		31
Grand total			145

Rev	Description	Date	Dwn	Chk
1	Issue Date Added	18/11/12	SW	JM
2	Final basement area description added	27/07/12	AF	JM
3	Final basement area added	27/07/12	AF	JM
4	Final basement area added	27/07/12	AF	JM
5	Area schedule removed	25/07/12	NM	AF
6	Area schedule removed	25/07/12	NM	AF
7	Area schedule removed	25/07/12	NM	AF
8	Area schedule removed	25/07/12	NM	AF
9	Area schedule removed	25/07/12	NM	AF
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98	Area schedule removed	25/07/12	NM	AF
99	Area schedule removed	25/07/12	NM	AF
100	Area schedule removed	25/07/12	NM	AF

REVISIONS  
CLIENT  
HPHA Ltd.

PROJECT NO. 110475  
SCALE 1:125  
DATE 24.05.12  
DRAWN SW  
CHECKED AF

PROJECT Hyde Park Hayes 5

DRAWING Ground Floor Plan



3D R&D  
80 Fournhill Lane  
Birmingham B37 7YU  
T: 0121 714 1111  
W: www.3drd.com  
Birmingham Edgborough  
Gosport London Newcastle  
DRAWING No. 110475- D 201  
F



NOTES

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Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	3000.1 m <sup>2</sup>
01 First Floor	2554.6 m <sup>2</sup>
02 Second Floor	2765.3 m <sup>2</sup>
03 Third Floor	2765.3 m <sup>2</sup>
04 Fourth Floor	2765.3 m <sup>2</sup>
Grand total	13880.6 m <sup>2</sup>

Total Basement Area  
(Car park, Core and plant) = 3665m<sup>2</sup>

Enclosed Basement Area  
(Core and plant) = 426m<sup>2</sup>

Parking Schedule			Total Spaces
Level	Type		
-01 Basement	Disabled Space		7
-01 Basement	Motorcycle Space		5
-01 Basement	Standard Space		96
00 Ground Floor	Disabled Space		6
00 Ground Floor	Standard Space		31
Grand total			145

REV	Description	Date	DW	CHK
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3	Issue for construction	20/07/12	AF	JM
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98	Issue for construction	20/07/12	AF	JM
99	Issue for construction	20/07/12	AF	JM
100	Issue for construction	20/07/12	AF	JM

CLIENT  
HPHA Ltd.

PROJECT NO: 110475  
SCALE: 1:125  
DATE: 24.05.12  
DRAWN: SW  
CHECKED: AF

PROJECT  
Hyde Park Hayes 5

DRAWING  
First Floor Plan

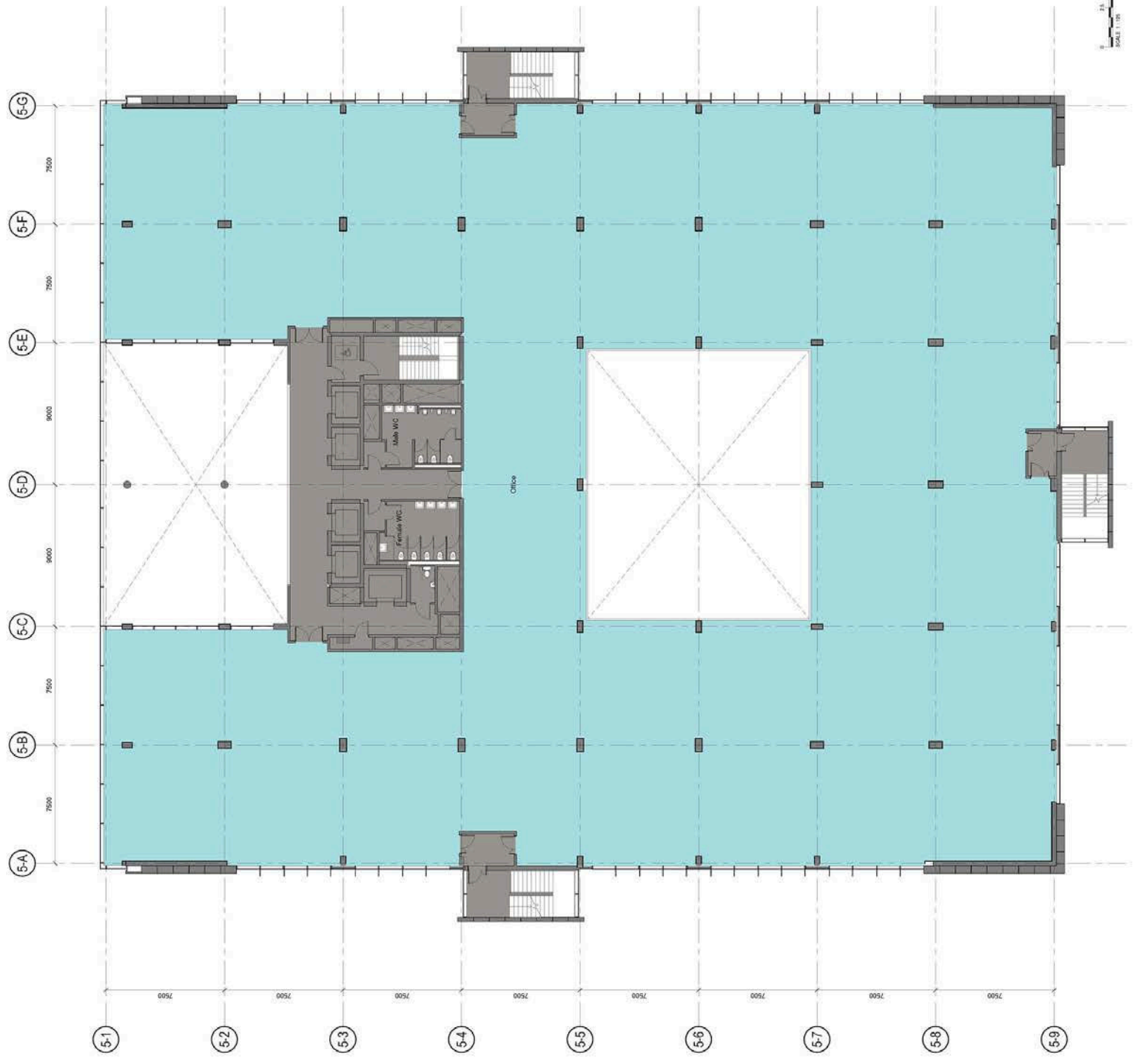


3D REID  
48 Thurston Street  
Manchester M2 2JE  
Tel: 0161 275 2200  
W: www.3d Reid.com

Birmingham Branch  
Chapman Lincoln Manchester

DRAWING No: 110475- D 202

E



NOTES

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Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	3000.1 m <sup>2</sup>
01 First Floor	2554.6 m <sup>2</sup>
02 Second Floor	2765.3 m <sup>2</sup>
03 Third Floor	2765.3 m <sup>2</sup>
04 Fourth Floor	2765.3 m <sup>2</sup>
Grand total	13880.6 m <sup>2</sup>

Total Basement Area  
(Car park, Core and plant) = 3665m<sup>2</sup>

Enclosed Basement Area  
(Core and plant) = 426m<sup>2</sup>

Parking Schedule			Total Spaces
Level	Type		
-01 Basement	Disabled Space		7
-01 Basement	Motorcycle Space		5
-01 Basement	Standard Space		96
00 Ground Floor	Disabled Space		6
00 Ground Floor	Standard Space		31
Grand total			145

REV	Description	Date	DW	CHK
1	Issue for construction	20/07/12	AF	JM
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98	Issue for construction	20/07/12	AF	JM
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100	Issue for construction	20/07/12	AF	JM

PROJECT NO: 110475  
 CLIENT: HPHA Ltd.

SCALE: 1:125  
 DATE: 24.05.12  
 DRAWN: SW  
 CHECKED: AF

PROJECT: Hyde Park Hayes 5

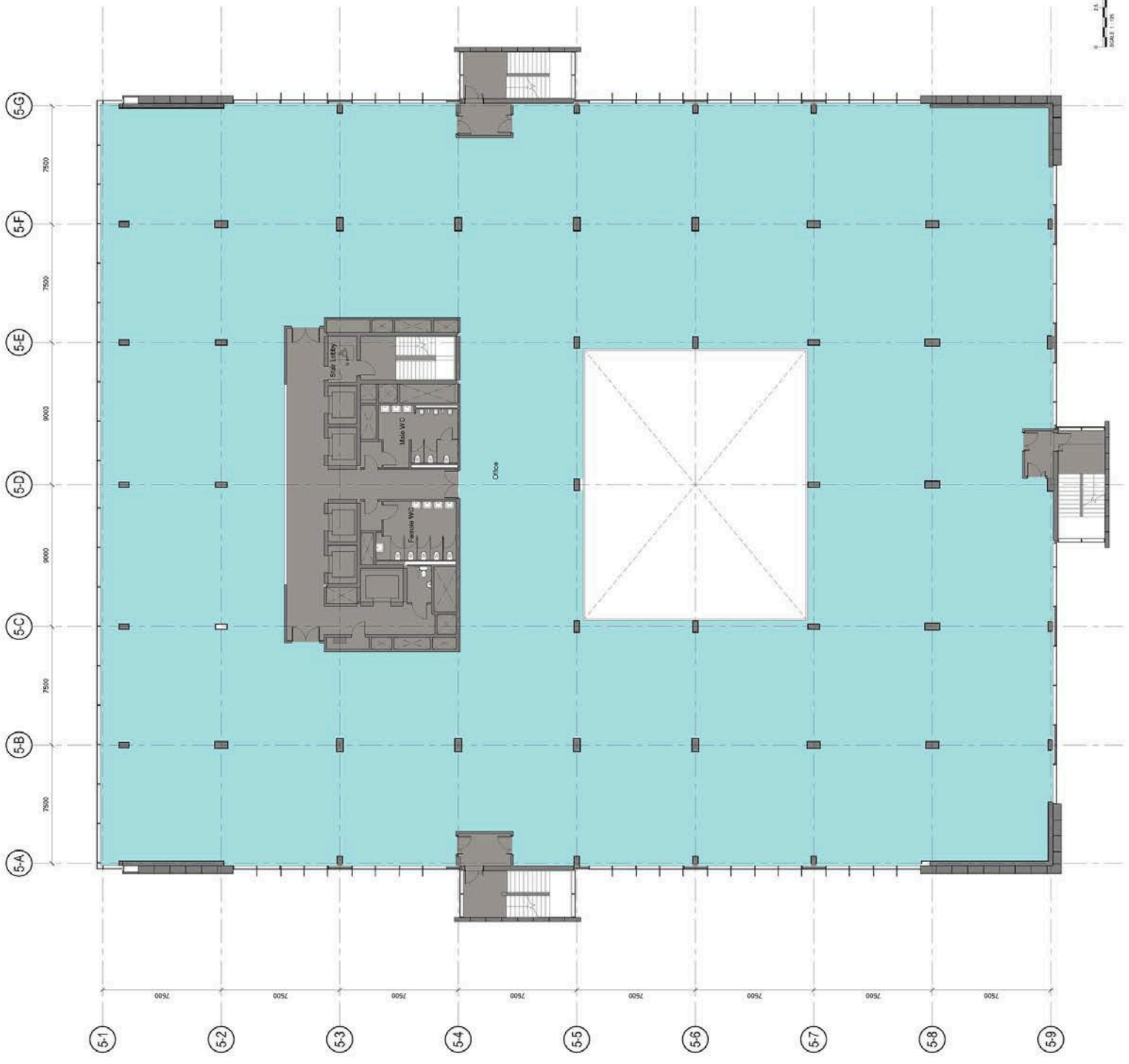
DRAWING: Second Floor Plan



3D REID  
 48 Thurston Street  
 Manchester M2 2JE  
 Tel: 0161 275 2222  
 W: www.3d Reid.com

Broughton Edge  
 Glasgow, Lanark, Midlothian

DRAWING No: 110475- D 203  
 E



NOTES

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Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	3000.1 m <sup>2</sup>
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04 Fourth Floor	2765.3 m <sup>2</sup>
Grand total	13880.6 m <sup>2</sup>

Total Basement Area (Car park, Core and plant) = 3665m<sup>2</sup>

Enclosed Basement Area (Core and plant) = 426m<sup>2</sup>

Parking Schedule			Total Spaces
Level	Type		
-01 Basement	Disabled Space		7
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REV	Description	Date	DW	CHK
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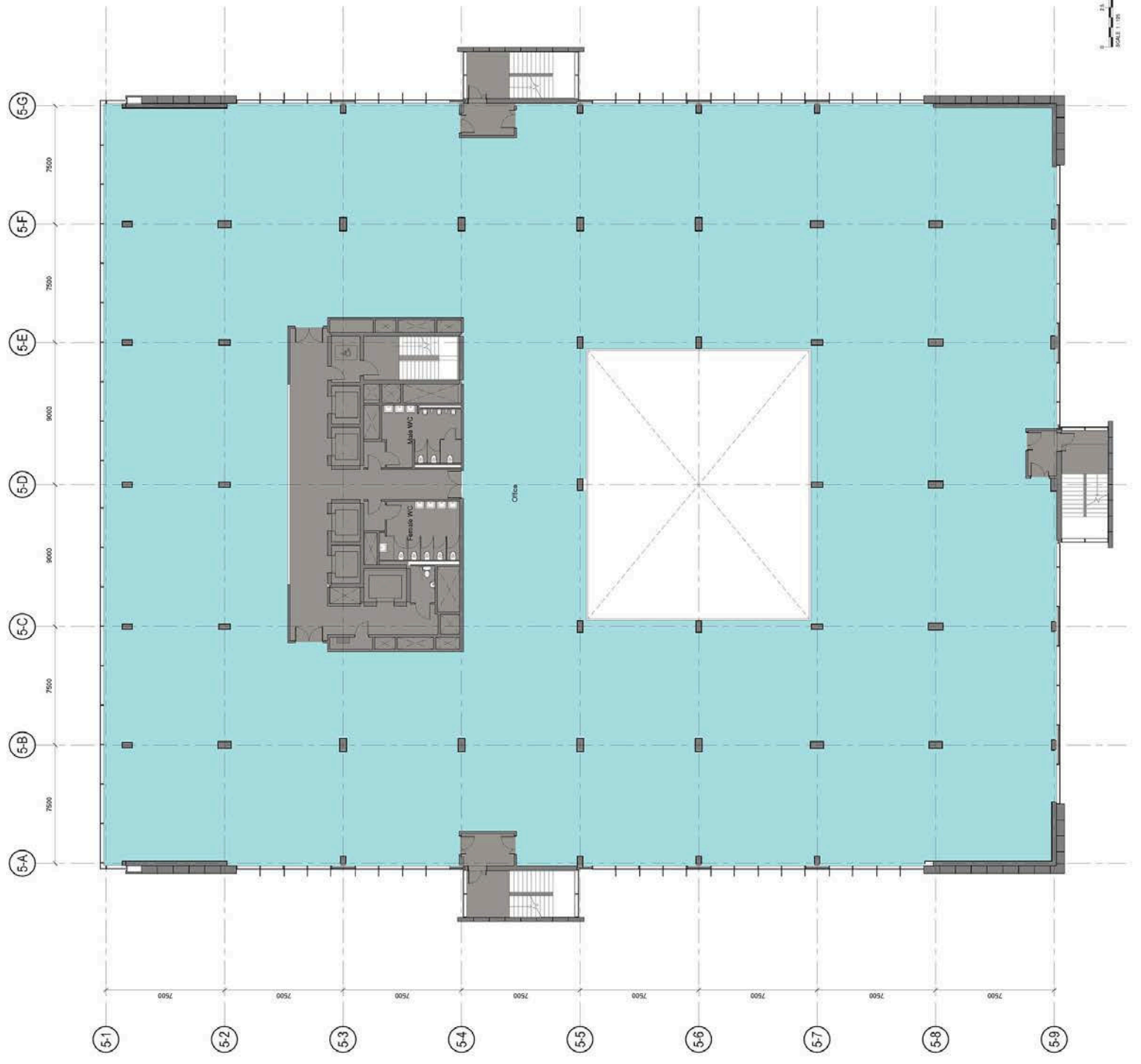
CLIENT: HPHA Ltd.

PROJECT: Hyde Park Hayes 5



3D Red  
48 Thurston Street  
Manchester M2 2JE  
Tel: 0161 275 2200  
W: www.3dred.com

DRAWING No: 110475- D 204 E





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Gross External Area (Office Accommodation)	
Level	Area
00 Ground Floor	3000.1 m <sup>2</sup>
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100	Issue for construction	20/12/12	AF	JM

REVISIONS  
CLIENT  
HPHA Ltd.

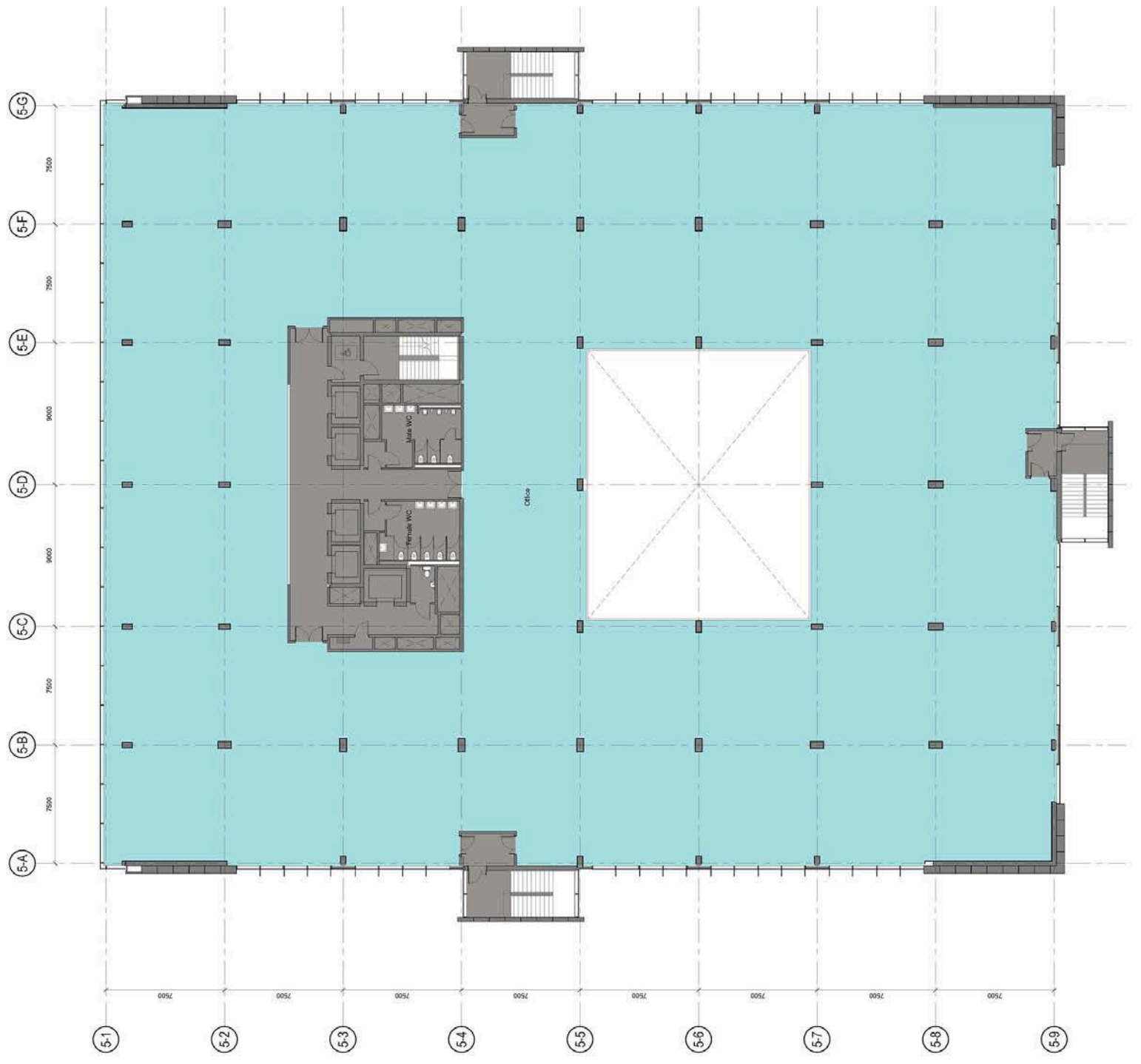
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DATE: 24.05.12  
DRAWN: SW  
CHECKED: AF

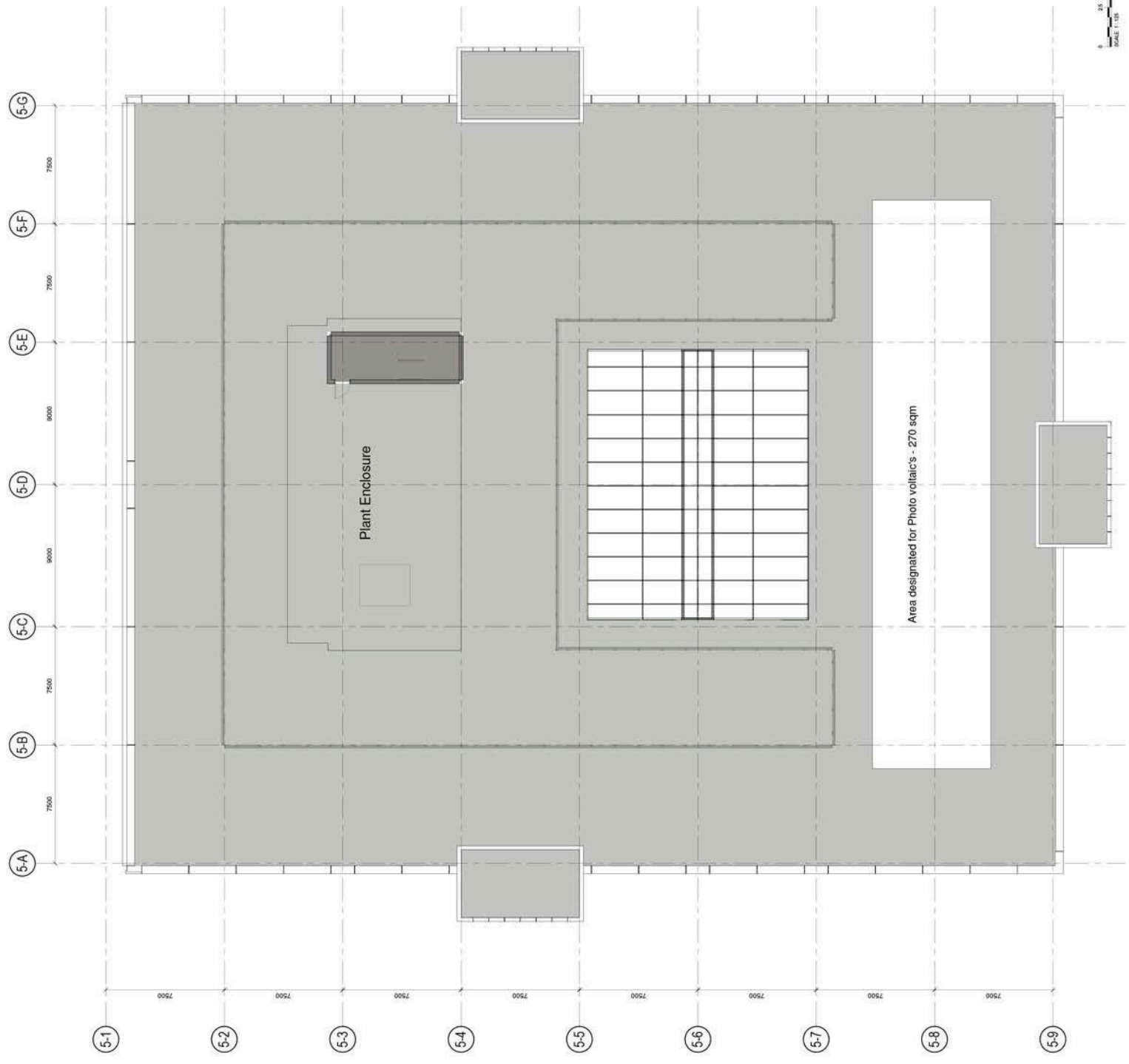
PROJECT  
Hyde Park Hayes 5

DRAWING  
Fourth Floor Plan



DRAWING No: 110475- D 205  
E





**Parking Schedule**

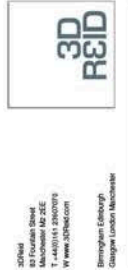
Level	Type	Total Spaces
-01 Basement	Disabled Space	7
-01 Basement	Motorcycle Space	5
-01 Basement	Standard Space	96
00 Ground Floor	Disabled Space	6
00 Ground Floor	Standard Space	31
Grand total		145

B Area schedule removed  
 A To area added  
 25/07/12  
 30/09/12  
 Rev Description Date Dwg Chk  
 REVISIONS  
 CLIENT  
 HPHA Ltd.

PROJECT NO. 110475  
 SCALE DATE DRAWN CHECKED  
 1 : 125 24.05.12 SW AF

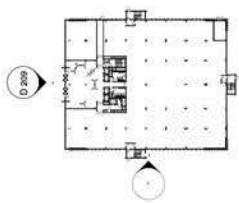
PROJECT  
 Hyde Park Hayes 5

DRAWING  
 Roof Plan



DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS TO BE CHECKED ON SITE.  
COPYRIGHT RESERVED.

KEY PLAN



Material Schedule

1. Low-evert paint enclosure
2. Glass curtain wall system
3. Glass spandrel panel
4. Porch entrance
5. Plinth
- 6.
- 7.

Rev	Description	Date	Drawn	Checked
A	Final Door Added	19/11/12	SW	JM

CLIENT: HPHA Ltd.

Project No.	Date	Drawn	Checked
110475	23/03/12	SW	AF

PROJECT: Hyde Park Hayes 5

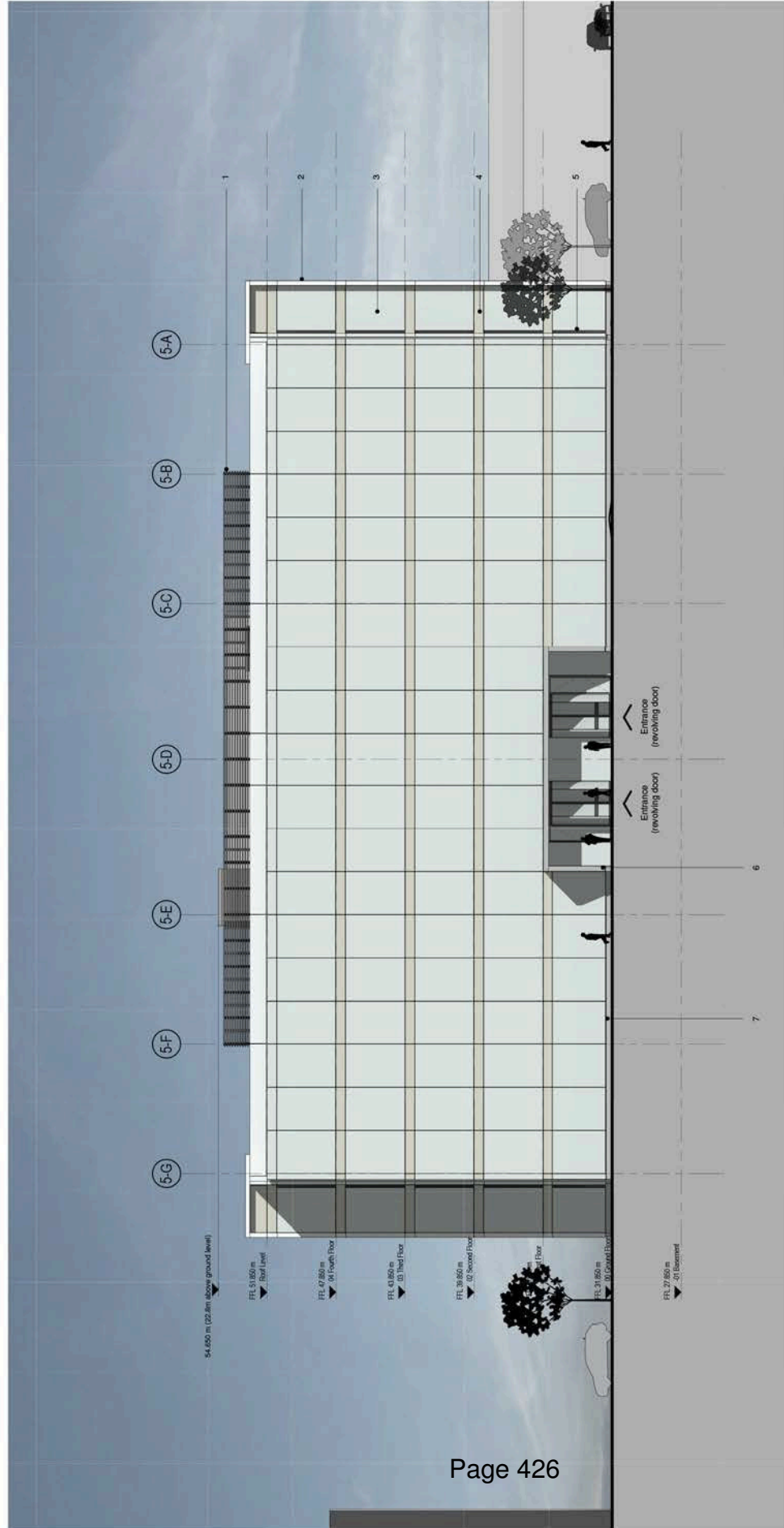
DRAWING: North Elevation



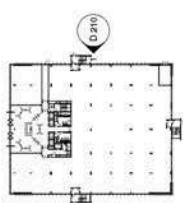
3D REID  
3D Foundation  
Birmingham B3 7YU  
T: 0121 714 1111  
W: www.3dreid.com

Birmingham Edgborough  
Georgina London Macdonald

DRAWING No: 110475- D 200  
A



**KEY PLAN**



**Material Schedule**

1. Louvered panel enclosure
2. Solid aluminium insulated panel
3. Glazed aluminium insulated panel
4. Glazed insulated panel
5. Vertical aluminium panel
6. Vertical brick panel
7. Plinth

REV	DESCRIPTION	DATE	BY	CHK
A	Final level indicated	21/06/12	HM	AF

REVISIONS  
 CLIENT  
**HPHA Ltd.**

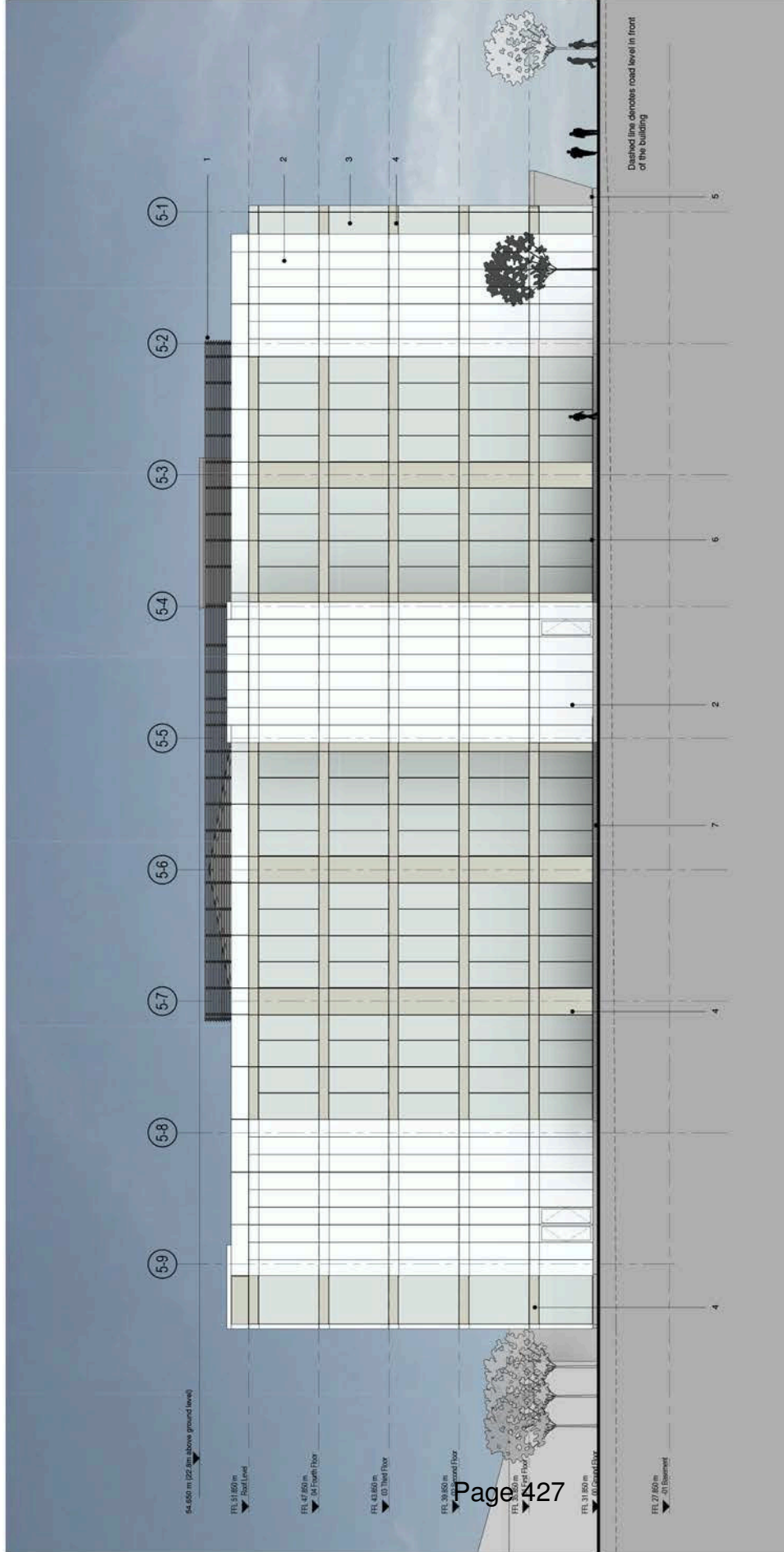
PROJECT NO.	DATE	DRAWN	CHECKED
110475	23/03/12	SW	AF

PROJECT  
**Hyde Park Hayes 5**

DRAWING  
**East Elevation**



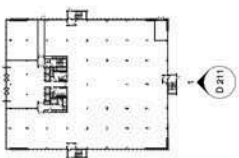
DRAWING NO.  
**110475- D 210**





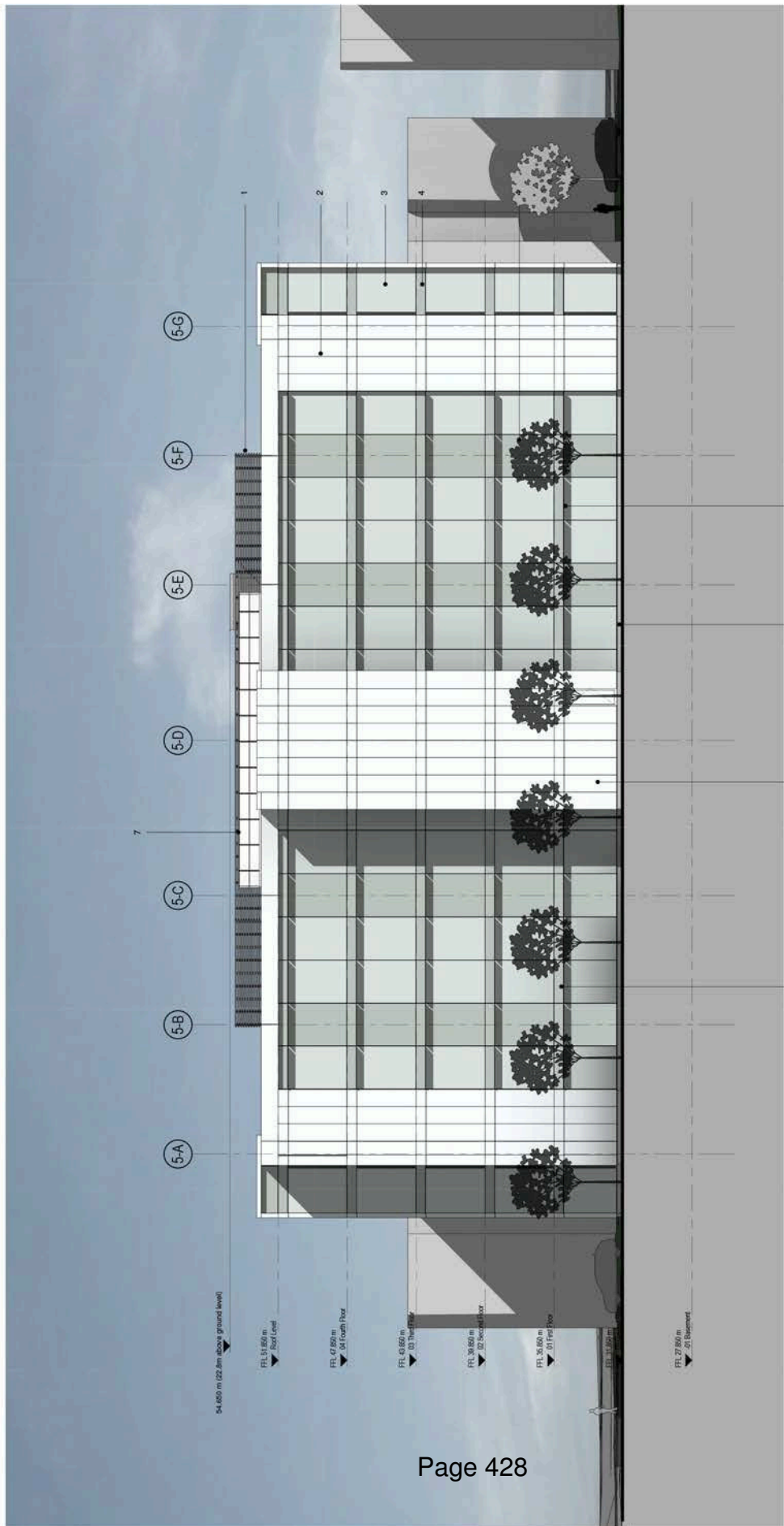
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS TO BE CHECKED ON SITE.  
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KEY PLAN



Material Schedule

1. Loweset paint enclosure
2. Glass curtain wall system
3. Glass spandrel panel
4. Paint
5. Floor slab
6. Floor slab
7. Floor slab



Rev	Description	Date	Drawn	Checked
REVISIONS				
CLIENT	HPHA Ltd.			

PROJECT NO. 110475

SCALE	DATE	DRAWN	CHECKED
AS Indicated	23/03/12	SW	AF

PROJECT Hyde Park Hayes 5

DRAWING South Elevation



3D REID  
3D REID Ltd  
1000 Old Street  
London N1 1UB  
T: +44 (0)20 7349 2000  
W: www.3dreid.com

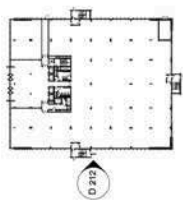
Birmingham Edinburgh  
Glasgow London Manchester

DRAWING No. 110475-D 211



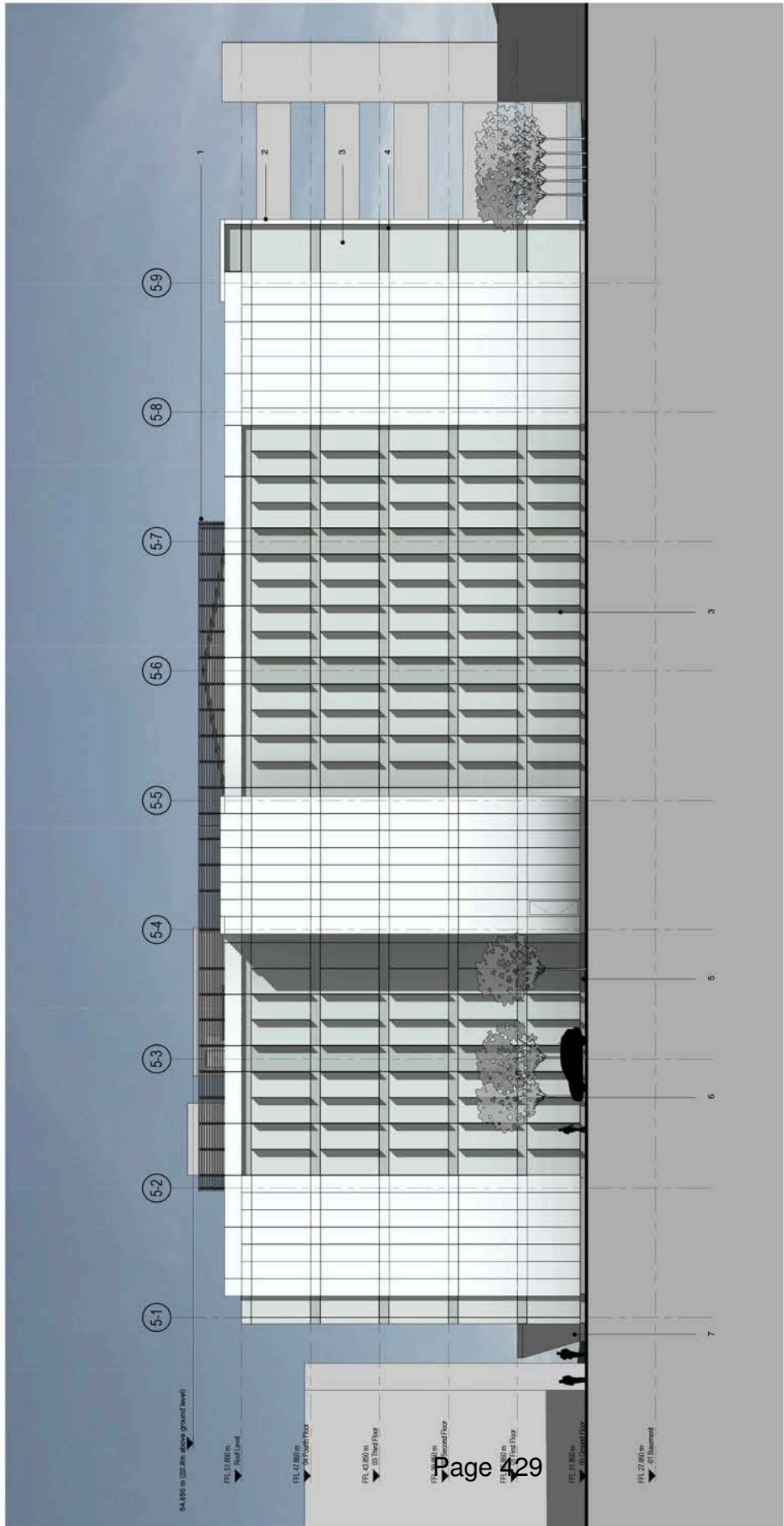
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS TO BE CHECKED ON SITE.  
COPYRIGHT RESERVED.

KEY PLAN



Material Schedule

- 1. Louvered panel enclosure
- 2. Glass curtain wall system
- 3. Glass spandrel panel
- 4. Vertical brise soleil
- 5. Porch entrance



Rev	Description	Date	Drawn	Checked

CLIENT  
HPHA Ltd.

PROJECT NO. 110475

SCALE	DATE	DRAWN	CHECKED
AS Indicated	23/03/12	SW	AF

PROJECT  
Hyde Park Hayes 5

DRAWING  
West Elevation



3D REID  
 3D FOUNDATION  
 100, 101, 102, 103  
 T. 44881414  
 W. www.3dreid.com













Birmingham Edgborough  
 Georgian London Macoswald

DRAWING No.  
110475-D 212





**KEY**

-  Shrub
-  Hedge
-  Grass
-  Specimen Shrub
-  Tree
-  Paved area & feature banding
-  Blimac Roadway
-  Blimac Footpath
-  Paved Roadway
-  Benches
-  Bollards
-  Light column

REV D - Red line updated 120717  
 REV C - Red & blue lines updated 120522  
 REV B - Red line amended, walls/steps added 120506  
 REV A - Planning Issue Draft 120522

**H E D**  
 Hyland Edgar Driver

Landscape Architects and Urban Designers

HYDE\_PARK\_HAYES

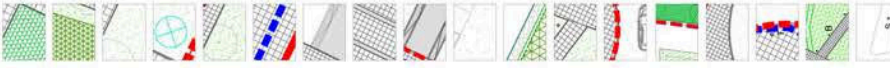
LANDSCAPE ILLUSTRATIVE MASTERPLAN

DATE	REVISION	BY
MAY12	1:500@A1	JS
		DP
		D
		B





KEY



REV E - Parking areas updated 12/11/13  
REV D - Red line & HPS updated 12/07/17  
REV C - Red line & HPS updated 12/07/17  
REV B - Red line amended, walkways added 12/06/06  
REV A - Planning Issue Draft 12/05/22

# H E D

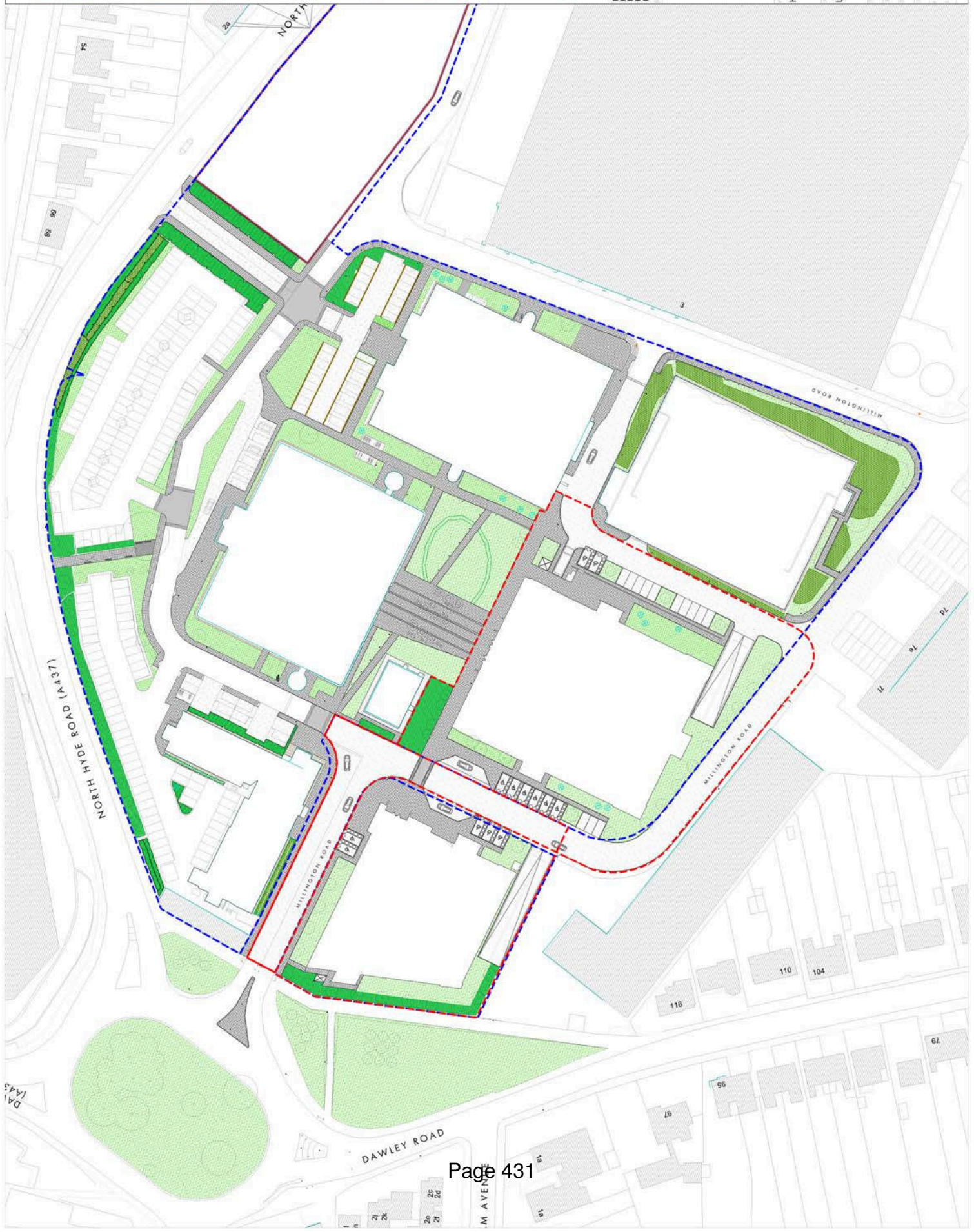
Hyland Edgar Driver  
Landscape Architects and Urban Designers

One Moore Way, London SE20, Greater London, UK  
Tel: 020 8611 1100 Fax: 020 8611 1101  
www.hyland-edgar-driver.co.uk

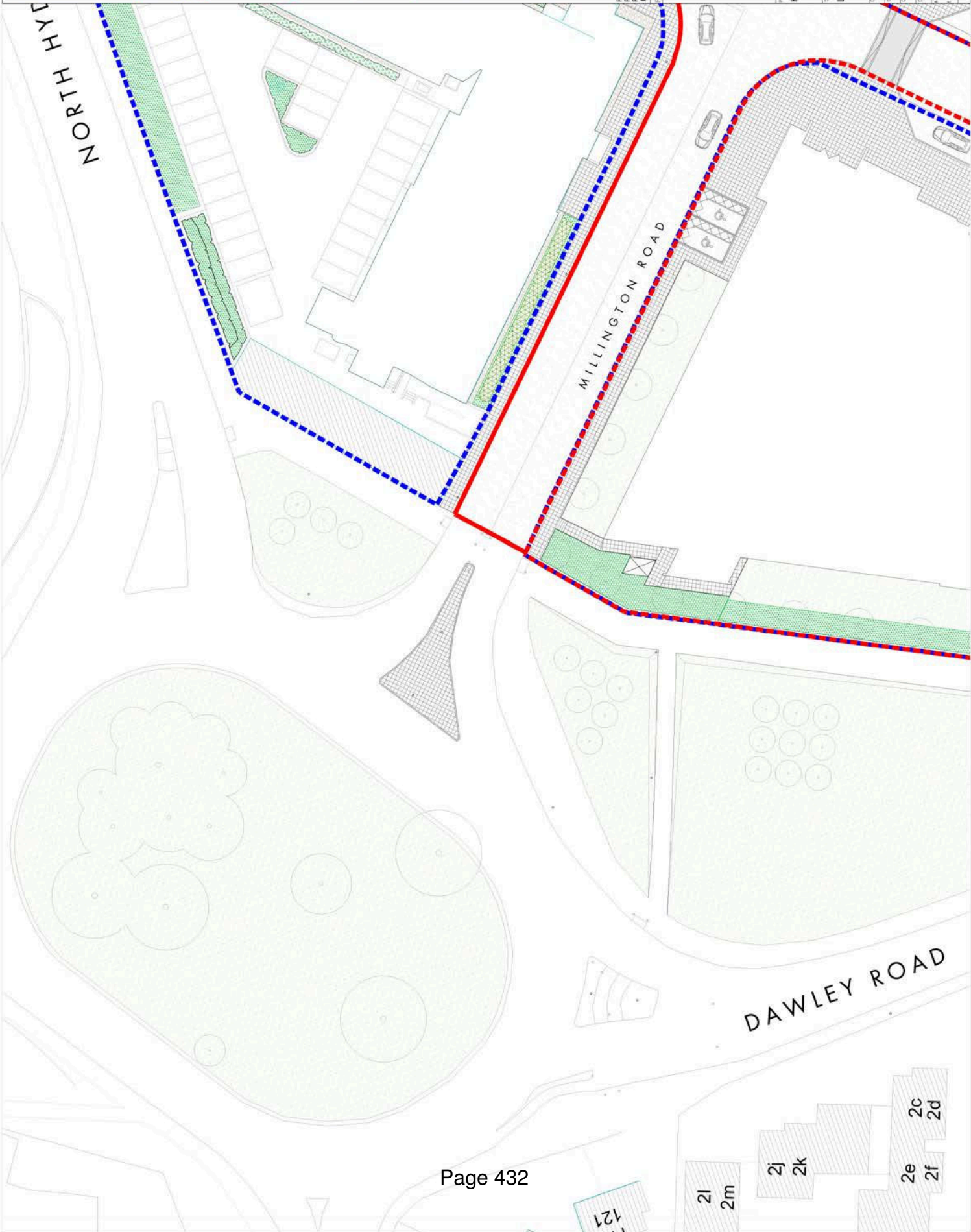
HYDE\_PARK\_HAYES

LANDSCAPE\_MASTERPLAN

DATE	12/11/13	BY	JS
SCALE	1:500@A1	CHECKED BY	DP
PROJECT NUMBER	HEP.903.102	REVISION	E
WORKING TITLE	B		







**KEY**

- Ground cover
- Hedge
- Grass
- Specimen shrub
- Tree
- Paving slabs to pedestrian walkways, 450x150mm Marshalls Saxon textured to match existing. Natural or equivalent approved
- Marshalls concrete textured sett paving, 100x100mm - Silver grey
- Marshalls concrete textured sett paving, 100x100mm - Charcoal
- Marshalls Keyblock, 200x100mm - Charcoal or equivalent approved - Herringsbone pattern
- Tarmac surface
- Gravel edge strip
- Pin kerb, 150x50x915mm
- Half battered kerb 125x255mm
- Boundary fence
- Bollard
- Twin lamp column light to match existing
- Bollard light to match existing
- Street light to match existing

**REVISIONS**

REV D - Red line & HP&E updated 120717  
 REV C - Red & blue lines updated 120622  
 REV B - Red line amended, walksteps added 120606  
 REV A - Planning Issue Draft 120622

**PROJECT**  
 HYDE\_PARK\_HAYES

**CLIENT**  
 H | E | D  
 Hyland Edgar Driver  
 Landscape Architects and Urban Designers  
 One Wilson Way, Coker, Darlington, North Yorkshire YO21 1AE  
 Telephone: 01943 711600 Fax: 01943 713943

**DATE** MAY12  
**SCALE** 1:200  
**DRAWING NUMBER** HED.983.103  
**DRAWING STATUS** B  
**APPROVAL** APPROVED FOR PLANNING  
**DATE** 12/05/12  
**DESIGNER** J.S.  
**CHECKED BY** D.P.  
**REVISION** D

**SUBJECT**  
 LANDSCAPE\_GENERAL\_ARRANGEMENT\_(1\_OF\_4)



	Ground cover
	Hedge
	Grass
	Specimen shrub
	Tree
	Paving slabs to pedestrian walkways, 450x450mm Marshalls Saxton textured to match existing. Natural or equivalent approved
	Marshalls concrete textured sett paving, 100x100mm - Silver grey
	Marshalls concrete textured sett paving, 100x100mm - Charcoal
	Marshalls Kroyblock, 200x100mm - Charcoal or equivalent approved - Herringbone pattern
	Tarmac surface
	Gravel edge strip
	Pin kerb, 150x50x915mm
	Half battered kerb 125x255mm
	Boundary fence
	Bollard
	Twin lamp column light to match existing
	Bollard light to match existing
	Street light to match existing

REVISIONS

REV E - Carpark amended 17/11/18  
 REV D - Carpark amended 17/11/17  
 REV C - Plot & blue lines updated 12/08/22  
 REV B - Red line amended, walkways added 12/08/22  
 REV A - Planning Issue Draft 12/08/22

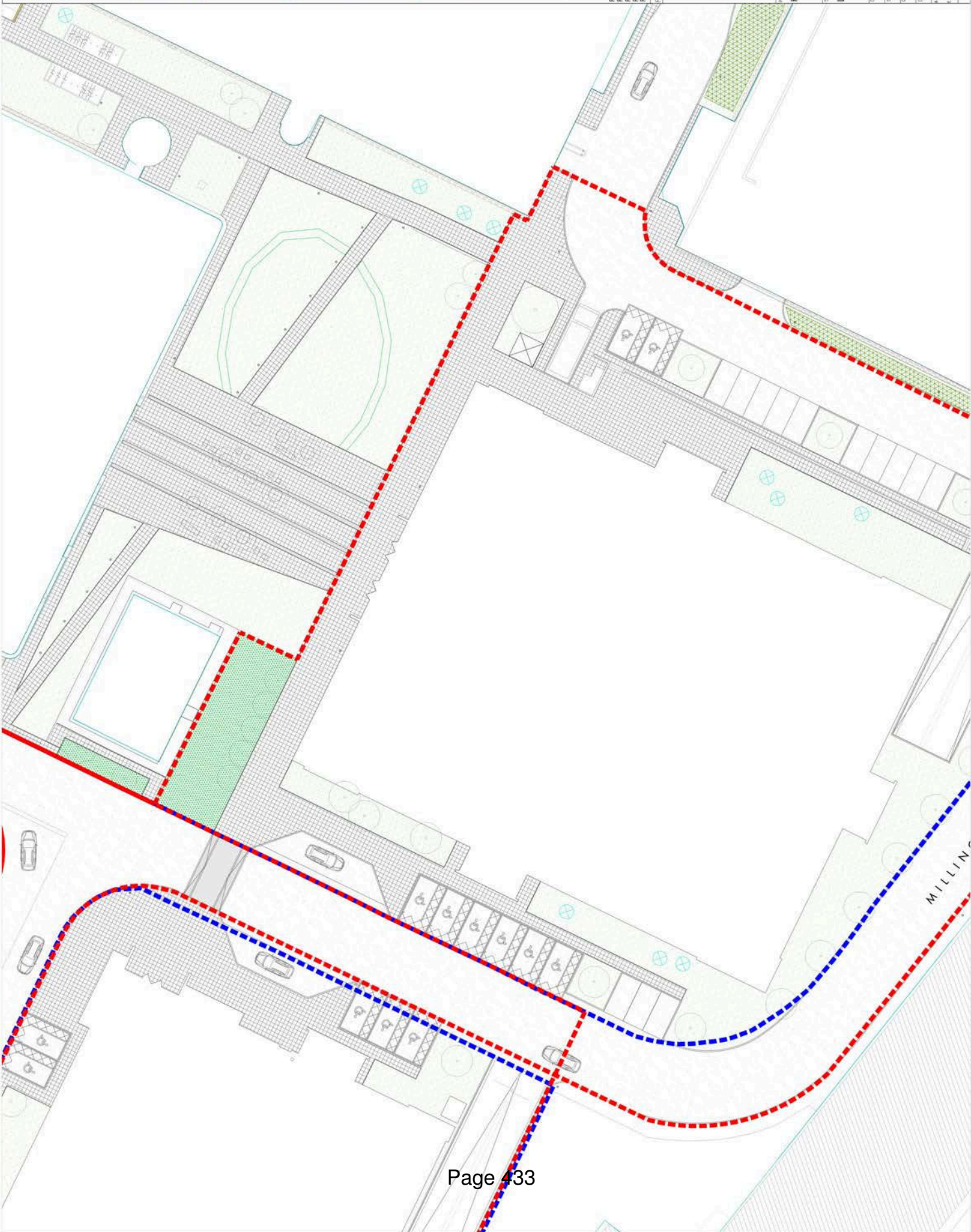
**H | E | D**  
 Hyland Edgar Driver  
 Landscape Architects and Urban Designers  
 One Avenue Way, Collier Terrace, Newcastle, Newcastle 2061 NSW  
 Telephone: 01843 711500 Fax: 01843 713393

PROJECT  
 HYDE PARK HAYES

SUBJECT  
 LANDSCAPE\_GENERAL\_ARRANGEMENT\_(2\_OF\_4)

DATE	MAY12	DRAWN BY	JS
SCALE	1:200	CHECKED BY	DP
DRAWING NUMBER	HED.983.104	REVISION	E
DRAWING STATUS	B		

A - PRELIMINARY B - SCHEMATIC PLANNING C - LAYOUT FOR DESIGN DEVELOPMENT  
 D - DESIGN DEVELOPMENT E - PRELIMINARY F - PRELIMINARY G - PRELIMINARY  
 H - PRELIMINARY I - PRELIMINARY J - PRELIMINARY





	Ground cover
	Hedge
	Grass
	Specimen shrub
	Tree
	Paving slabs to pedestrian walkways, 450x450mm Marshalls Saxon textured to match existing. Natural or equivalent approved.
	Marshalls concrete textured sett paving, 100x100mm - Silver grey.
	Marshalls concrete textured sett paving, 100x100mm - Charcoal.
	Marshalls Kroyblock, 200x100mm - Charcoal or equivalent approved - Herringbone pattern.
	Tarmac surface
	Gravel edge strip
	Pin kerb, 150x50x915mm
	Half battered kerb 125x255mm
	Boundary fence
	Bollard
	Twin lamp column light to match existing
	Bollard light to match existing
	Street light to match existing

REVISIONS

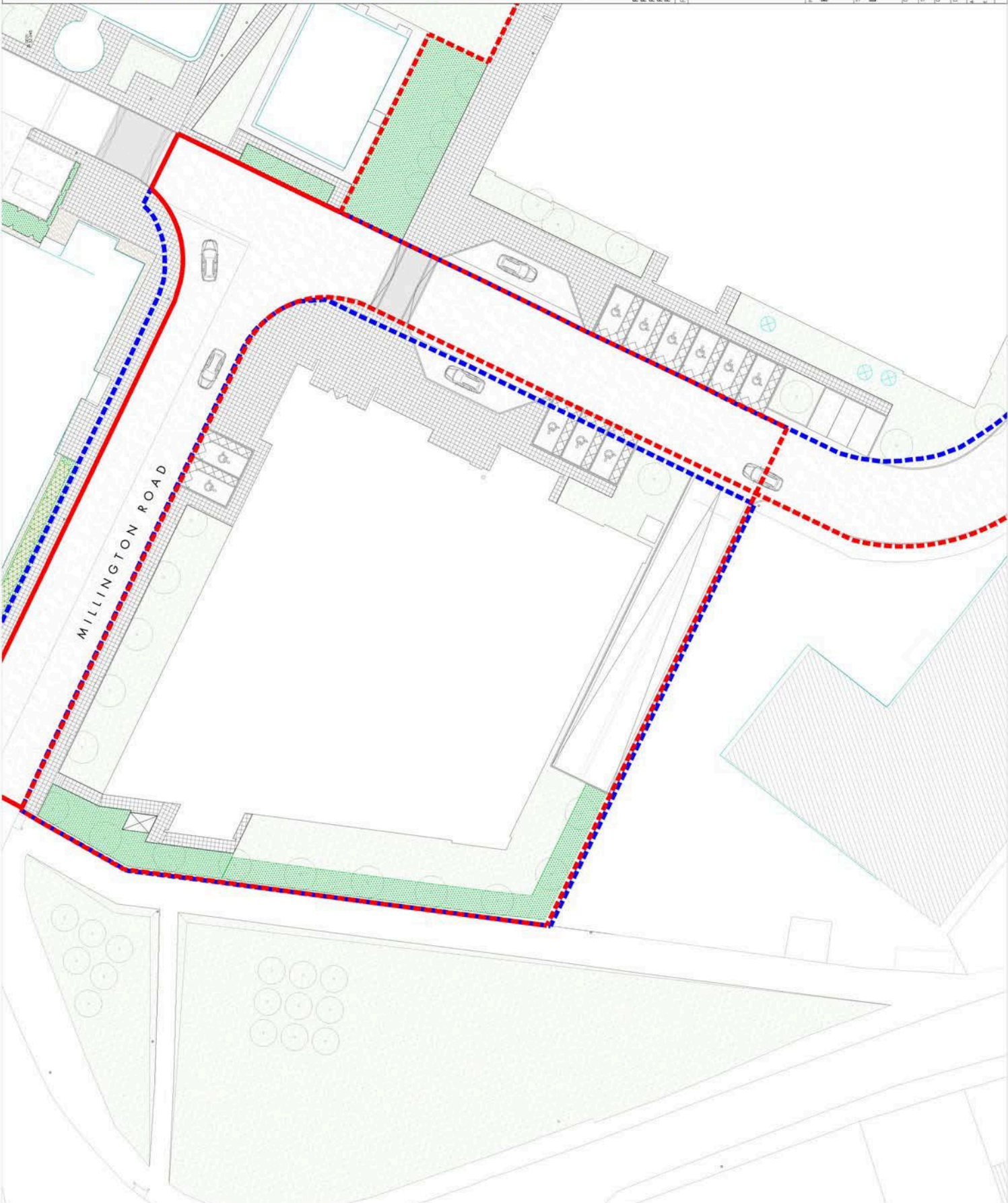
REV E - Corrected mistakes omitted 17/1/18  
 REV D - Corrected mistakes omitted 17/1/17  
 REV C - Red & blue lines updated 12/8/17  
 REV B - Red line amended, walkways added 12/8/16  
 REV A - Planning Issue Draft 12/8/12

**H E D**  
 Hyland Edgar Driver  
 Landscape Architects and Urban Designers  
 One Avenue, May, Collier Terrace, Northcote, Melbourne 3051 VIC  
 Telephone: 03 983 71100 Fax: 03 983 71393

PROJECT: HYDE PARK HAYES

SUBJECT: LANDSCAPE\_GENERAL\_ARRANGEMENT\_(3\_OF\_4)

DATE	DRAWN BY	JS
MAY12	CHECKED BY	DP
SCALE	1:200	
DRAWING NUMBER	HED.983.105	REVISION: E
DRAWING STATUS	B	
A - PRELIMINARY	B - SCHEMATIC PLANNING	C - DESIGN DEVELOPMENT
D - CONCEPT DESIGN	E - FINAL DESIGN	F - CONSTRUCTION





KEY

- Ground cover
- Hedge
- Grass
- Specimen shrub
- Tree
- Paving slabs to pedestrian walkways, 450x150mm Marshalls Saxon textured to match existing. Natural or equivalent approved
- Marshalls concrete textured sett paving, 100x100mm - Silver grey
- Marshalls concrete textured sett paving, 100x100mm - Charcoal
- Marshalls Keyblock, 200x100mm - Charcoal or equivalent approved - Herringbone pattern
- Tarmac surface
- Gravel edge strip
- Pin kerb, 150x50x915mm
- Half battered kerb 125x255mm
- Boundary fence
- Bollard
- Twin lamp column light to match existing
- Bollard light to match existing
- Street light to match existing

REVISIONS

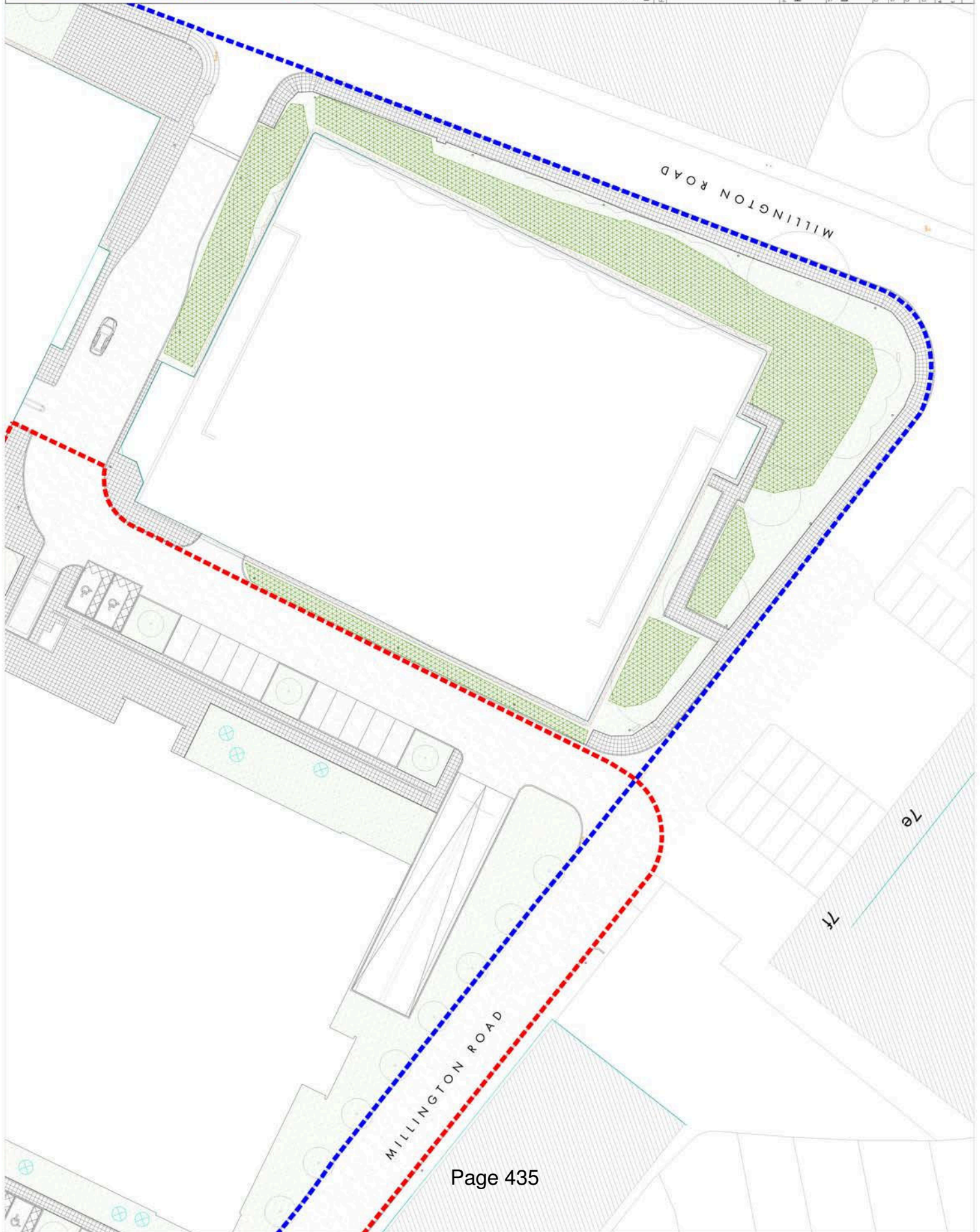
REV E - Carpark spaces revised 12/11/16  
 REV D - Final design for construction 12/11/16  
 REV C - Red & blue lines updated 12/02/22  
 REV B - Red line amended, walkways added 12/06/22  
 REV A - Planning Issue Draft 12/02/22

**H | E | D**  
 Hyland Edgar Driver  
 Landscape Architects and Urban Designers  
 One Wilson Way, Collier Terrace, Newcastle, Newcastle 2061 NSW  
 Telephone: 01843 711600 Fax: 01843 713393

PROJECT  
 HYDE PARK HAYES

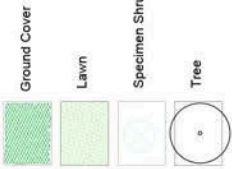
SUBJECT  
 LANDSCAPE\_GENERAL\_ARRANGEMENT\_(4\_OF\_4)

DATE	MAY12	DRAWN BY	JS
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DRAWING STATUS	B		
A - PRELIMINARY	B - SCHEMATIC PLANNING	C - CONCEPT DESIGN	D - PRELIMINARY DESIGN
E - CONCEPT DESIGN	F - PRELIMINARY DESIGN	G - PRELIMINARY DESIGN	H - PRELIMINARY DESIGN
I - PRELIMINARY DESIGN	J - PRELIMINARY DESIGN	K - PRELIMINARY DESIGN	L - PRELIMINARY DESIGN





**KEY**



**Maintenance and management specification :**

**Trees**  
Provide sufficient water to establish the newly planted trees. Provide limited formative pruning, and regular watering (especially during heavy winds). Maintain in a weed and disease free condition through the 5 year establishment period.

**Shrubs and groundcover**  
Provide sufficient water to establish the newly planted shrubs.  
Maintain in a weed free and disease free condition during the 5 year establishment period. Clip back during the establishment period. Clip back to original shapes. Remove all arisings offsite.

**Lawns**  
Maintain in a weed and disease free condition during the establishment period. Mow regularly to create a dense short sward. Remove all arisings offsite.

REV D - Parking areas updated 12/11/13  
REV C - Red lines & signs updated 1/20/17  
REV B - Pool & bar area updated 1/20/12  
REV A - Planning Issue Draft 1/20/12

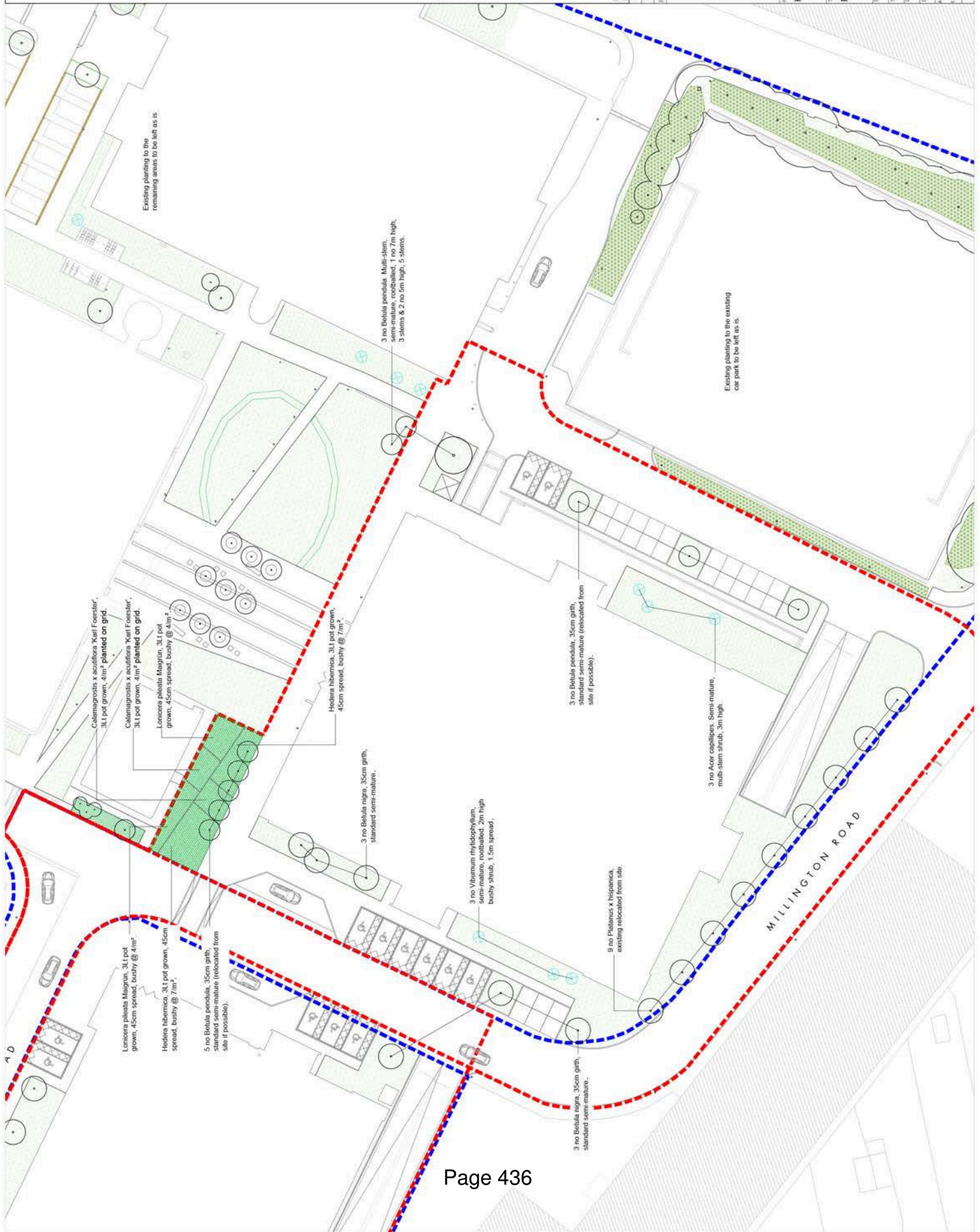
**H E D**  
Hyland Edgar Driver

Landscape Architects and Urban Designers  
One Avenue Way, Collier Square, Newcastle, Newcastle (NSW) 1602  
Telephone: 01843 711500 Fax: 01843 713393

PROJECT  
HYDE\_PARK\_HAYES

SUBJECT  
PLANTING\_PLAN\_(EAST)\_20F2

DATE	DRAWN BY	JS
MAY 2012	CHECKED BY	DP
SCALE	DRAWING NUMBER	REVISION
1:250@A1	HED.983.108	D
DRAWING STATUS		
B		
A - PRELIMINARY B - SCHEMATIC PLANNING C - LAYOUT FOR PLANNING D - LAYOUT FOR DESIGN E - LAYOUT FOR CONSTRUCTION F - CONSTRUCTION G - AS BUILT		



Calamagrostis x acutiflora 'Karl Foerster', 3L1 pot grown, 4m<sup>2</sup> planted on grid.

Calamagrostis x acutiflora 'Karl Foerster', 3L1 pot grown, 4m<sup>2</sup> planted on grid.

Lonicera pileata Maigrun, 3L1 pot grown, 45cm spread, bushy @ 4m<sup>2</sup>.

Hedera hibernica, 3L1 pot grown, 45cm spread, bushy @ 7m<sup>2</sup>.

3 no Betula pendula, Multi-stem, semi-mature, rooballed, 1 no 7m high, 3 stems & 2 no 5m high, 5 stems.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Viburnum rhytidophyllum, semi-mature, rooballed, 2m high bushy shrub, 1.3m spread.

3 no Acer capillipes, Semi-mature, multi-stem shrub, 3m high.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature (relocated from site if possible).

3 no Acer capillipes, Semi-mature, multi-stem shrub, 3m high.

9 no Platanus X hispanica, existing relocated from site.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature.

3 no Betula nigra, 35cm grth, standard semi-mature.

Existing planting to the remaining areas to be left as is.

Existing planting to the existing car park to be left as is.

MILLINGTON ROAD











202 130 92  
 202 130 92  
 202 130 92

Key Plan:



Notes:

- DO NOT SCALE FROM THIS DRAWING, WORK ONLY TO DIMENSIONS SHOWN.
- ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
- FOR ALL SETTING OUT OF BUILDING GEOMETRY REFER TO ARCHITECTURAL DRAWINGS.
- THIS DRAWING IS TO BE USED IN CONJUNCTION WITH ALL RELEVANT ELECTRICAL, MECHANICAL, PLUMBING AND SPECIFICATIONS.
- IT IS UNDERSTOOD THAT THE RIGGS WITHIN THE PROPOSED DEVELOPMENT ARE NOT ADOPTED AND THAT THE DRAINAGE IS PRIVATE. THIS IS TO BE CONFIRMED WITH THE LOCAL AUTHORITY.

Key:

- EXISTING SITE DRAINAGE
- PLANNING APPLICATION BOUNDARY
- THAMES WATER TOWN SEWER
- COVER LEVEL
- INVERT LEVEL

Date	By	Checked	Approved	Date	Description

3DR Reid

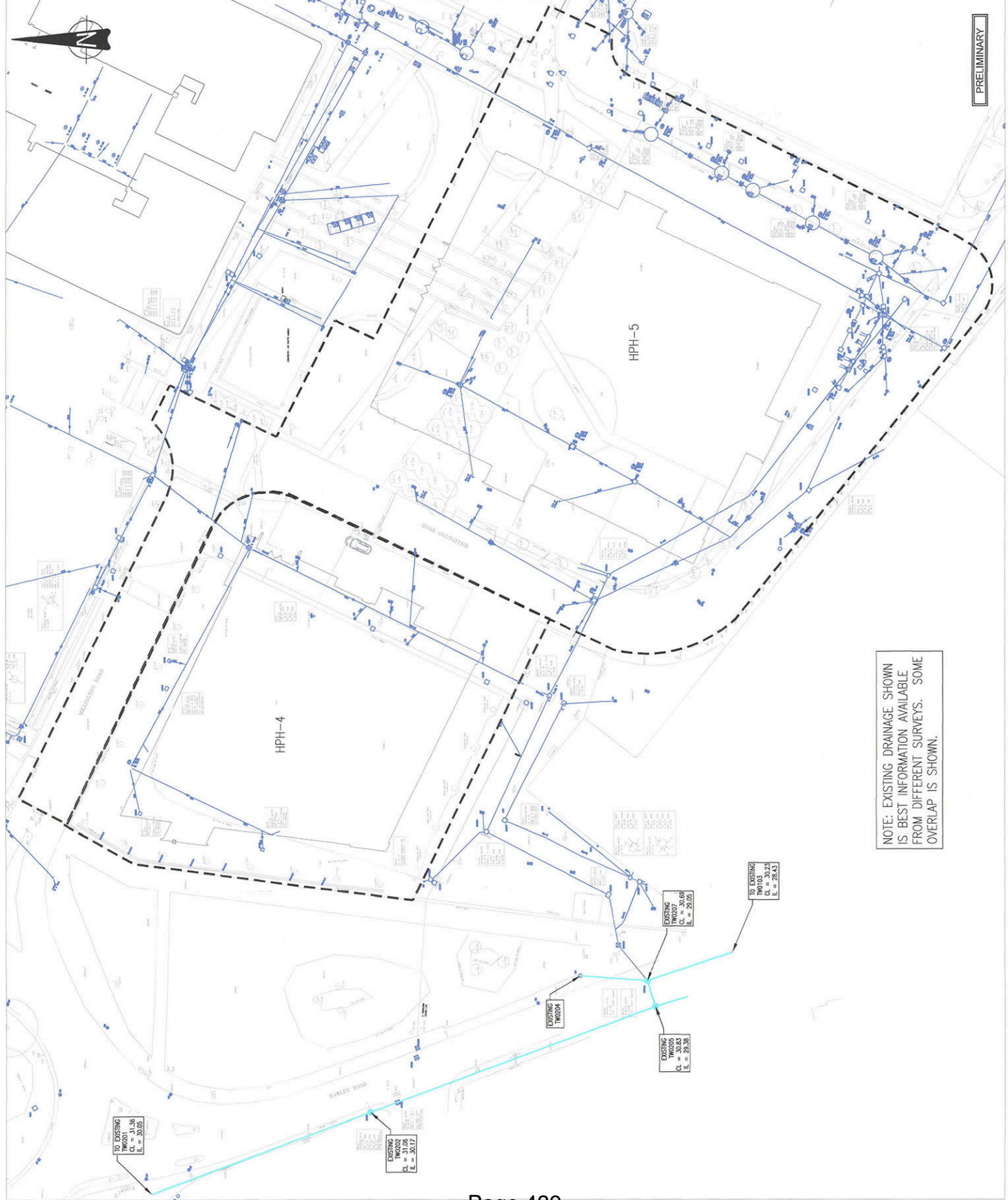
Hydroflow  
 A CHISHAM HILL COMPANY

HYDE PARK HAYES  
 HPH4 & HPH5  
 HAYES

EXISTING SITE  
 DRAINAGE CATCHMENT

Drawn by: SMH  
 Checked by: AM  
 Approved by: [Signature]  
 Date: 23.07.12  
 Date: 23.07.12

FIGURE 1  
 P01  
 Drawing Scale: NTS



NOTE: EXISTING DRAINAGE SHOWN IS BEST INFORMATION AVAILABLE FROM DIFFERENT SURVEYS. SOME OVERLAP IS SHOWN.

PRELIMINARY



Key Plan:



HPH5

HPH4

Notes:

- DO NOT SCALE FROM THIS DRAWING, WORK ONLY TO DIMENSIONS SHOWN.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
- FOR ALL SETTINGS OUT OF BUILDING GEOMETRY REFER TO ARCHITECTURAL DRAWINGS.
- THIS DRAWING IS TO BE USED IN CONJUNCTION WITH ALL ARCHITECTURAL, MECHANICAL, ELECTRICAL, DRAINAGE AND SPECIFICATIONS.
- ARCHITECT / TEAM TO CONFIRM NEED FOR FALLS OR DRAINAGE IN THE BASINMENT.
- IT IS UNDERSTOOD THAT THE BASIN WHEN THE PROPOSED DEVELOPMENT ARE NOT ADAPTED AND THAT THE DRAINAGE IS PRIVATE, THIS IS TO BE CONFIRMED WITH THE LOCAL AUTHORITY.

Key:

- PROPOSED FOUL WATER SENDER
- EXISTING FOUL WATER SENDERS TO BE RETAINED
- EXISTING FOUL WATER SENDERS TO BE ABANDONED
- PROPOSED FOUL WATER MANHOLES
- EXISTING FOUL WATER MANHOLES TO BE RETAINED
- PLANNING APPLICATION BOUNDARY
- PROPOSED BUILDING OUTLINE
- THAMES WATER FOUL SENDER
- COVER LEVEL
- INVERT LEVEL

No.	By	Checked	Issued	Date	Description

Client: HPHA LTD

Project: HYDE PARK HAYES HPH4 & HPH5 HAYES



Drainage Strategy

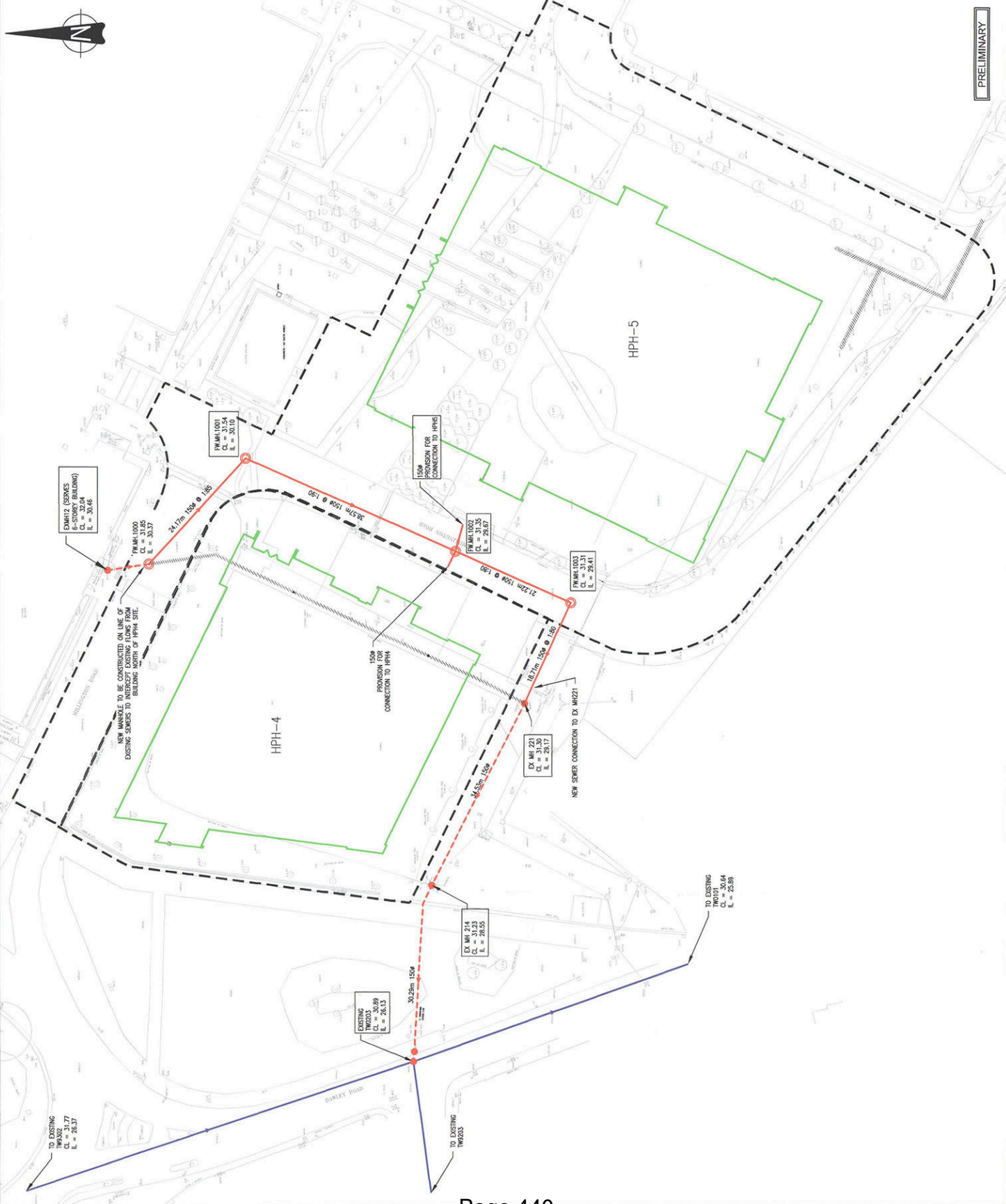
PROPOSED FOUL WATER DRAINAGE STRATEGY

Drawn by: SJM	Date: 02/01/12
Checked by: AM	Date: 04/01/12
Approved by:	Date:
Drawing No:	Revision:

FIGURE 2

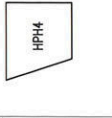
P00

Drainage Scale: 1:15



PRELIMINARY

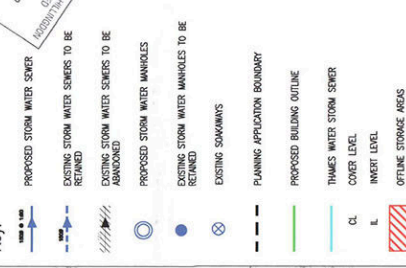
Key Plan:



Notes:

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- DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
- FOR ALL SETTING OUT OF BUILDING GEOMETRY REFER TO ARCHITECTURAL DRAWINGS.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT GEOTECHNICAL, ELECTRICAL, DRAINAGE AND SPECIFICATIONS.
- CONVERTERS / TRENCH CONFORM NEED FOR PALES OR DRAPAGE IN THE BOUNDARY.
- IT IS UNDERSTOOD THAT THE ROADS WITHIN THE DRAINAGE IS PRIVATE. THIS IS TO BE CONFIRMED WITH THE LOCAL AUTHORITY.
- EXISTING ROAD DAILY CONNECTIONS TO BE DISCONNECTED AND REROUTED TO NEW SERVICES TO BE REVERSED DURING DETAILED DESIGN.

Key:



Date	By	Checked	Approved	Date	Description

3DR Reid

**Halcrow Volles**  
A CH2M HILL COMPANY

Hyde House, 43 Brook Green, London, W6 7TB  
Tel: 020 8996 9000  
Fax: 020 8996 9001  
www.halcrowvolles.com

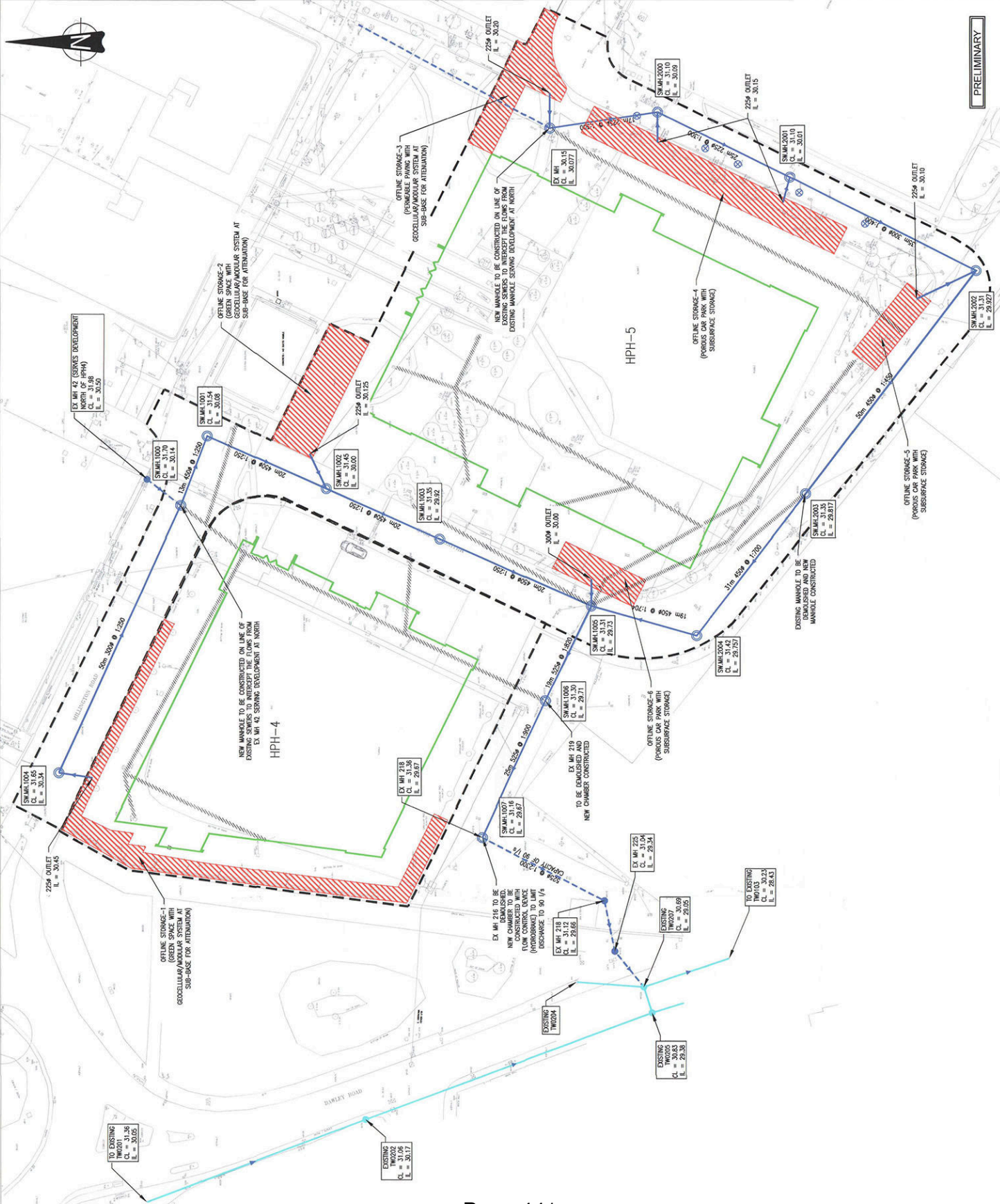
Project: HYDE PARK HAYES  
HPH4 & HPH5  
HAYES

Drawn by: SMH  
Checked by: AM  
Approved by: [Signature]  
Drawing No: [Blank]  
Revision: [Blank]

Date: 23/07/12  
Date: 23/07/12

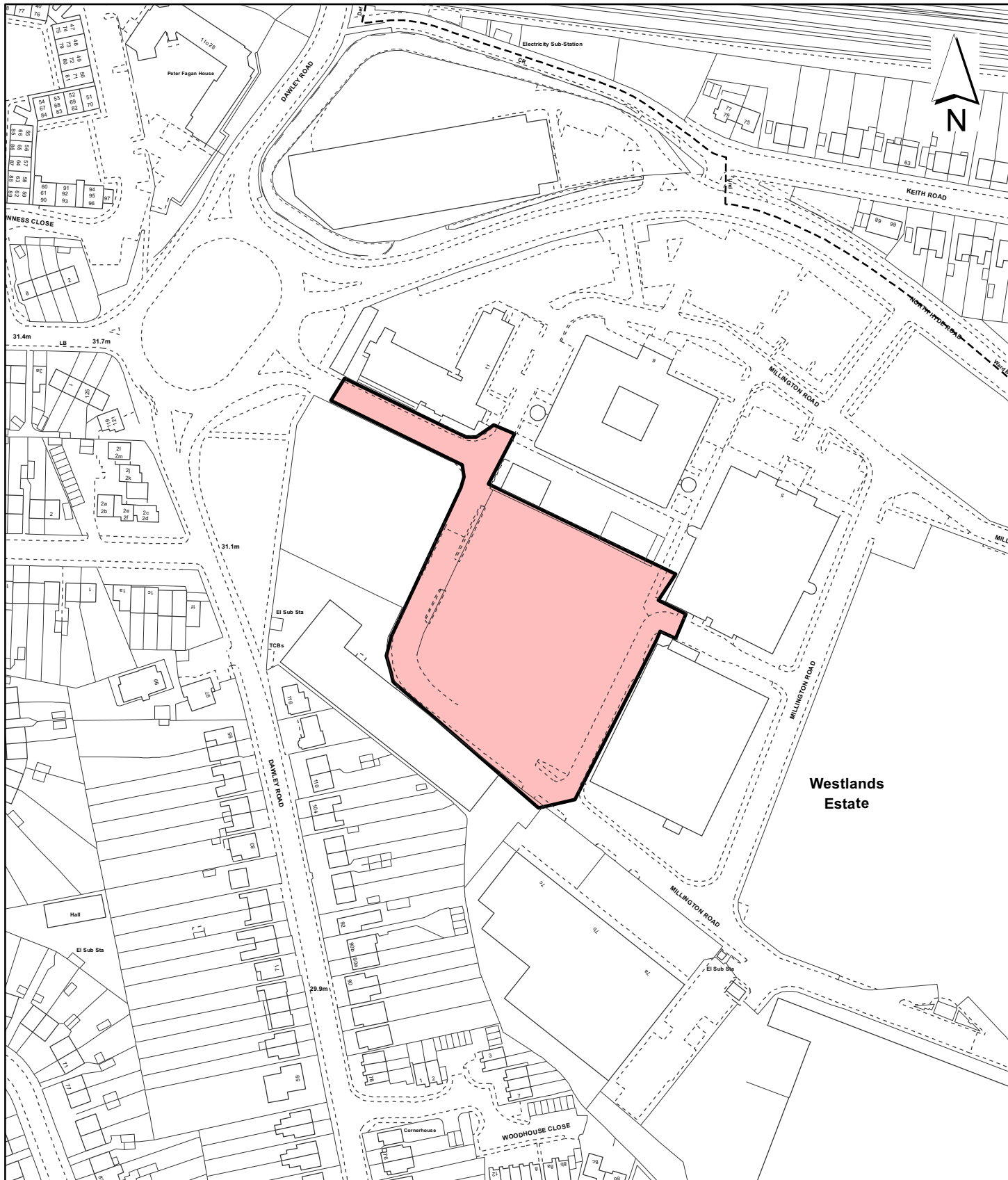
FIGURE 3 P01

PROPOSED STORM WATER DRAINAGE STRATEGY




PRELIMINARY





**Notes**

 Site boundary

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Site Address

**Hyde Park Hayes 5  
Millington Road  
Hayes**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111

Planning Application Ref:  
**45753/APP/2012/2029**

Scale  
**1:2,000**

Planning Committee  
**Central and South**

Date  
**November  
2012**



**HILLINGDON**  
LONDON

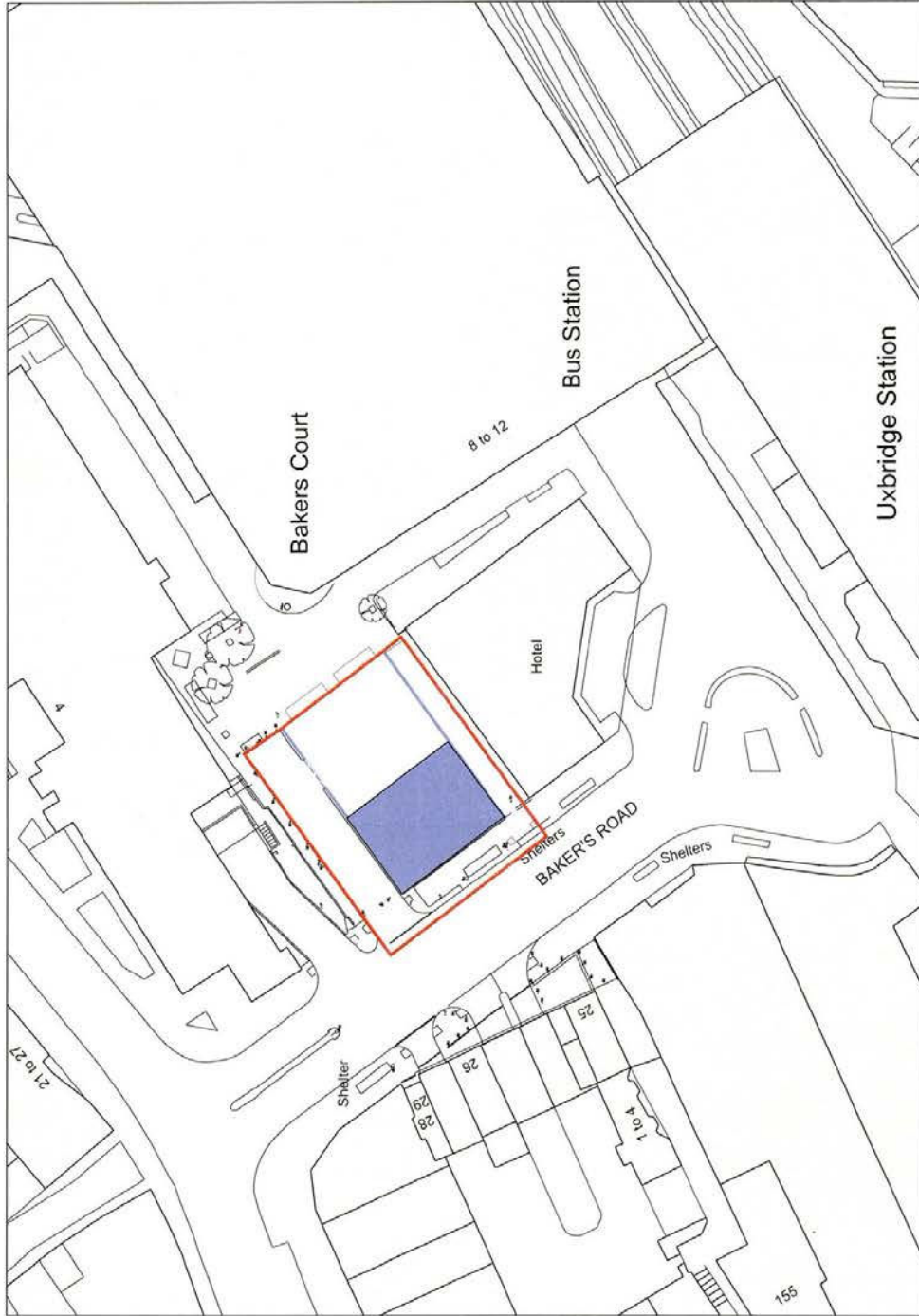




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A	Issued for planning	B.08.11	JY
B	Red line revised		



Stanford Estates	
Baker's Road Uxbridge	
SZ Estates	
Ground Floor Site Plan as Existing	
Scale	1:500
Date	July 2011
Drawn by	JY
Checked by	RJS
Project No.	122-120
Sheet No.	B

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Rev	Date	Description
A	11/06/11	Issue for tender (subject to approval)
B	02/09/11	Issue for tender
C	02/09/11	Issue for tender
D	10/06/11	Issue for tender
E	12/06/11	Issue for tender
F	12/06/11	Issue for tender
G	12/06/11	Issue for tender
H	12/06/11	Issue for tender
I	12/06/11	Issue for tender
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M	12/06/11	Issue for tender
N	12/06/11	Issue for tender
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P	12/06/11	Issue for tender
Q	12/06/11	Issue for tender
R	12/06/11	Issue for tender
S	12/06/11	Issue for tender
T	12/06/11	Issue for tender
U	12/06/11	Issue for tender
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W	12/06/11	Issue for tender
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BZ	12/06/11	Issue for tender
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CV	12/06/11	Issue for tender
CW	12/06/11	Issue for tender
CX	12/06/11	Issue for tender
CY	12/06/11	Issue for tender
CA	12/06/11	Issue for tender

- Retail
- Circulation
- Refuse, Recycling, Bicycles, and services
- 2nd floor
- 1st Woodclark Plaza
- 1st Floor
- Open
- ★ Devices Translucent/Ground glass

**Stanford Eatwell & Associates**  
 ARCHITECTS

The Company - Stansted Business Park, Essex, UK  
 01279 833300  
 01279 833301  
 01279 833302

Project: Bakers Road, Uxbridge  
 S2

Ground Floor Plan

Scale: 1:200  
 Date: May 2011  
 Drawn: JY  
 Check: BUS  
 No: 1222-121  
 Rev: P



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A	1	19/06/11	BY
B	1	07/08/11	BY
C	1	15/09/11	BY
D	1	15/09/11	BY
E	1	21/02/12	BY
F	1	21/02/12	BY
G	1	21/02/12	BY
H	1	21/02/12	BY
I	1	19/10/12	BY

**KEY**

- Retail
- Circulation
- Refuse, Recycling, Bicycles, and Services
- 2 Bed Beds
- 1 Bed Warehouse Flats
- 1 Bed Pods
- Gym
- Services / Transformation/Owned space

**Stanford Eatwell & Associates**  
 Architects

The Company - Bakers Road 1, New Cross, SE14 6JF  
 Tel: 0203 843 5889  
 Fax: 0203 843 5899  
 E: info@eatwell.co.uk

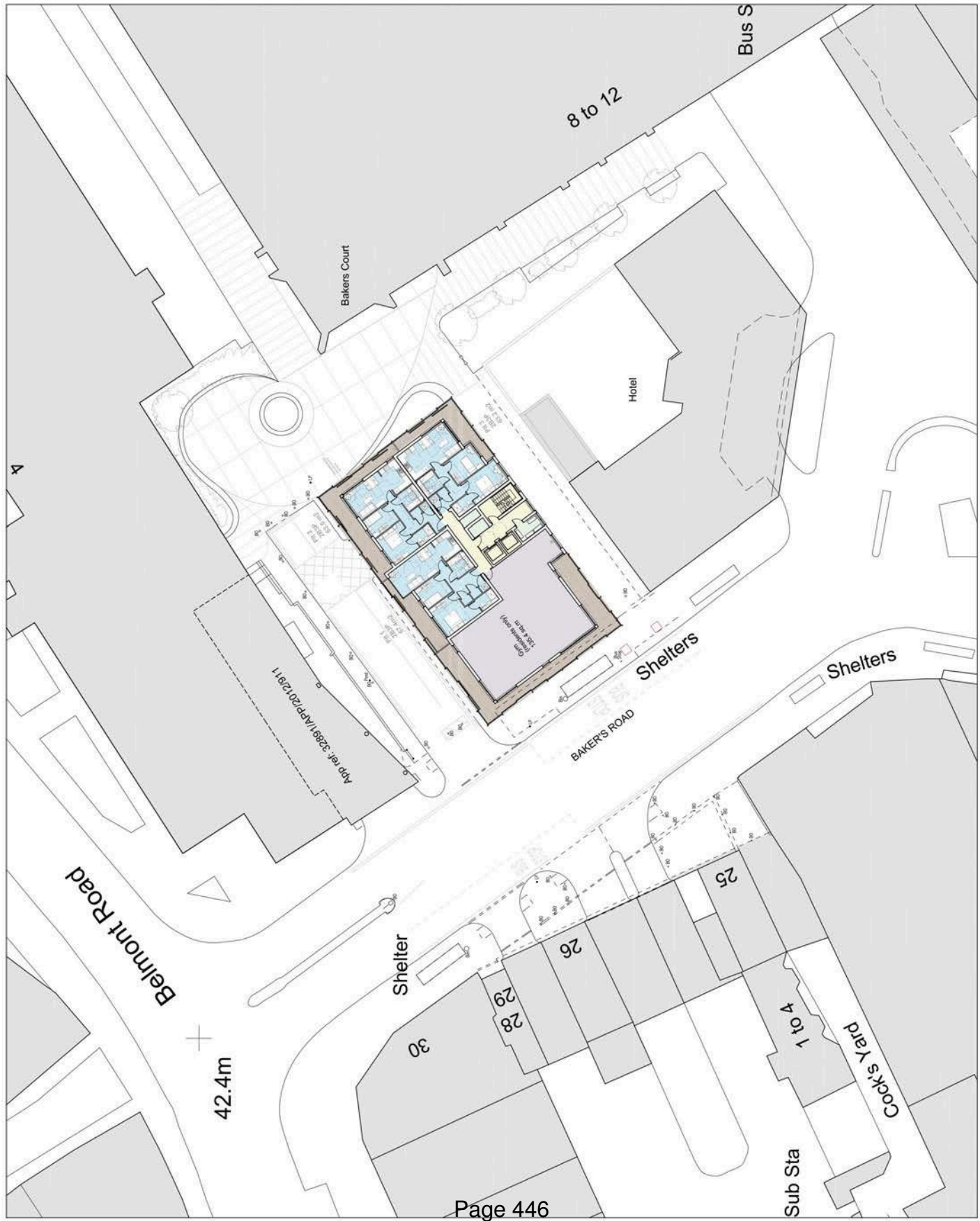
Project: Bakers Road, Uxbridge  
 S2

First Floor Plans

Scale: 1:200 Date: JY

Date: May 2011

Ref No: 1222-128 Rev: J



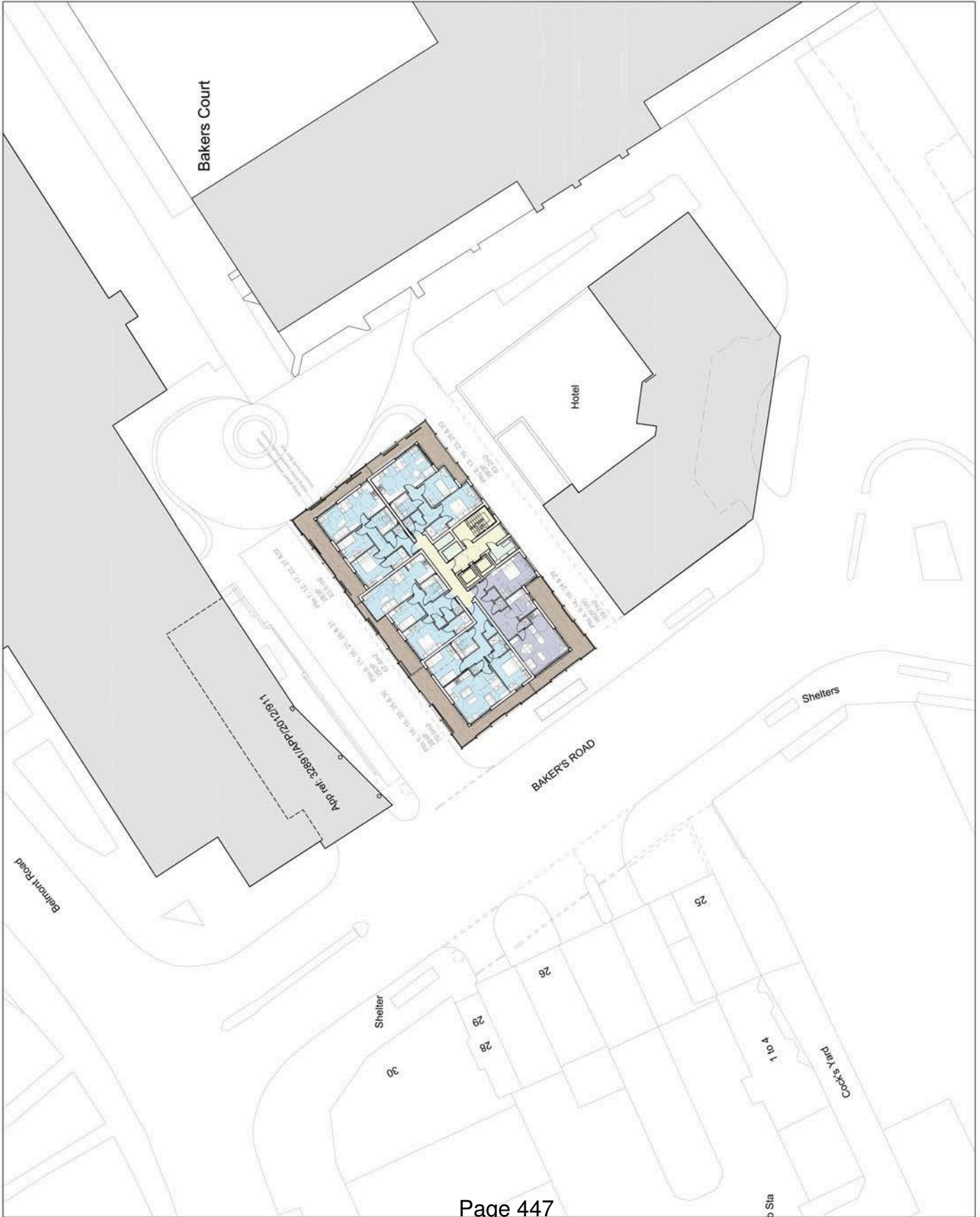


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Rev	Date	Description
A	11/06/11	Issued for review, final work items indicated
B	02/06/11	Issued for review, final work items indicated
C	02/06/11	Issued for review, final work items indicated
D	02/06/11	Issued for review, final work items indicated
E	18/06/11	Issued for review, final work items indicated
F	07/06/11	Issued for review, final work items indicated
G	07/06/11	Issued for review, final work items indicated
H	07/06/11	Issued for review, final work items indicated
I	07/06/11	Issued for review, final work items indicated
J	07/06/11	Issued for review, final work items indicated
K	07/06/11	Issued for review, final work items indicated
L	07/06/11	Issued for review, final work items indicated
M	07/06/11	Issued for review, final work items indicated
N	07/06/11	Issued for review, final work items indicated
O	07/06/11	Issued for review, final work items indicated
P	07/06/11	Issued for review, final work items indicated
Q	07/06/11	Issued for review, final work items indicated
R	07/06/11	Issued for review, final work items indicated
S	07/06/11	Issued for review, final work items indicated
T	07/06/11	Issued for review, final work items indicated
U	07/06/11	Issued for review, final work items indicated
V	07/06/11	Issued for review, final work items indicated
W	07/06/11	Issued for review, final work items indicated
X	07/06/11	Issued for review, final work items indicated
Y	07/06/11	Issued for review, final work items indicated
Z	07/06/11	Issued for review, final work items indicated

- Asial
- Circulation
- Refuse, Recycling, Incinerator, and services
- 2 Bed Beds
- 1 Bed Wheelchair Beds
- 1 Bed Beds
- Gym
- ✳️ Denotes Translucent/Obscure glass



**Stanford | Eatwell & Associates**  
 The Company - Planning Architects  
 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

**Bakers Road, Uxbridge**  
 S2

**Second to Seventh Floor Plans**

Scale: 1:200 Date: May 2011  
 Drawn: JY  
 Checked: JY  
 Project No: 1222-123  
 Sheet No: P





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Rev	Description	Date	By
A	Final drawing issued, under PP released	31/05/11	JF
B	Issued for Planning	14/06/11	JF
C	Issued for Construction	14/06/11	JF
D	Issued for Construction - other plans	14/06/11	JF
E	Issued for Construction - other plans	14/06/11	JF
F	Issued for Construction - other plans	14/06/11	JF
G	Issued for Construction - other plans	14/06/11	JF
H	Issued for Construction - other plans	14/06/11	JF
I	Issued for Construction - other plans	14/06/11	JF
J	Issued for Construction - other plans	14/06/11	JF

**Stanford Eatwell & Associates**  
 CONSULTING ENGINEERS  
 The Cherry | Boreham Wood | Hemel Hempstead  
 01292 853300  
 01292 853301  
 01292 853302

---

Project: **Bakers Road, Uxbridge S2**

---

Sheet: **Roof Plan**

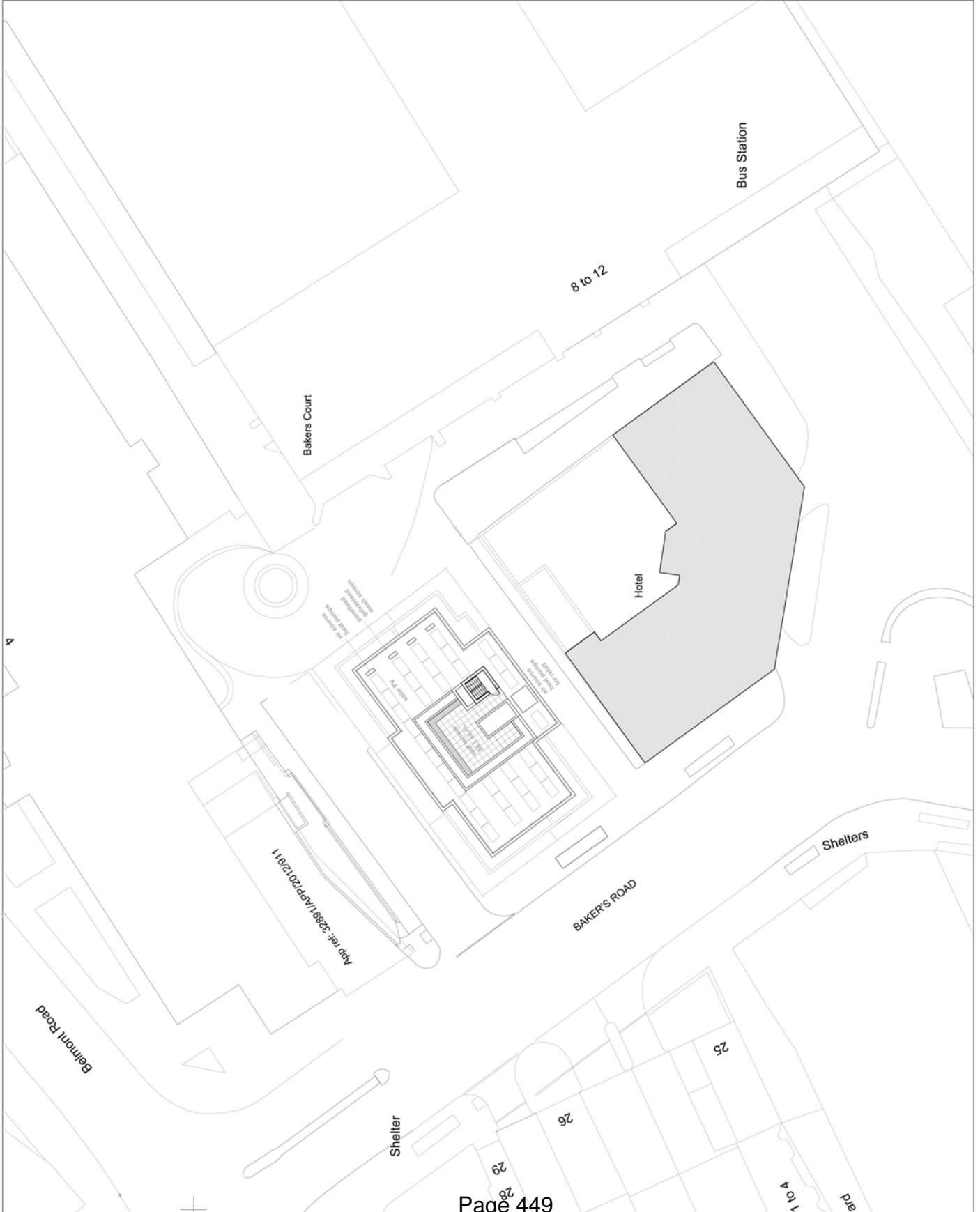
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Scale: 1:200 Date: May 2011

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Drawn: JF  
 Check: JF  
 Rev: J

**1222-127**

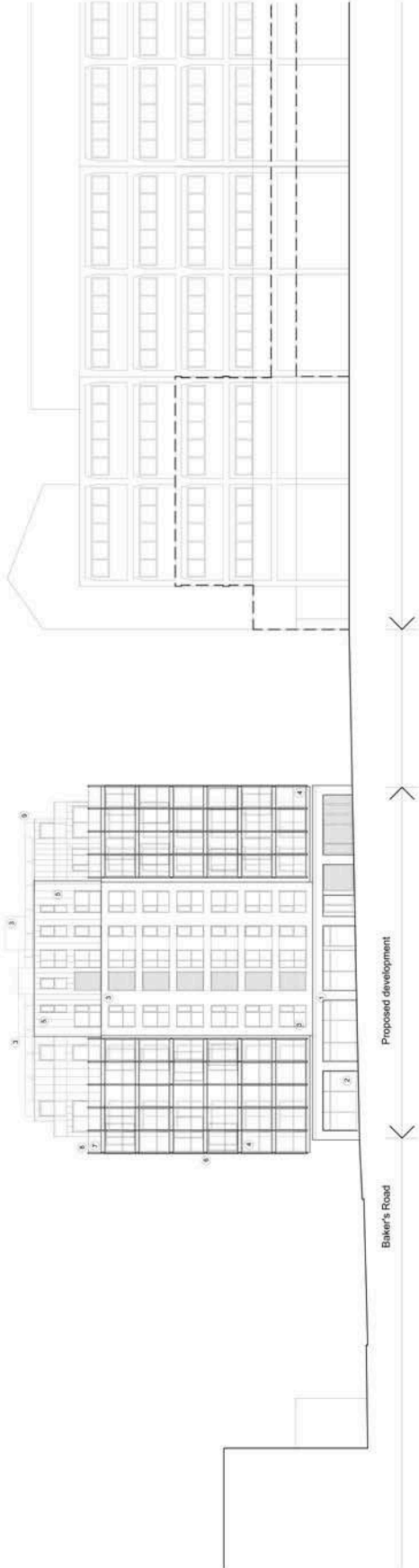




**Notes**

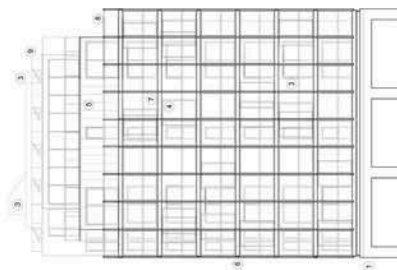
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Rev	Date	Description
A	03/06/11	Revised screen, more shopfront glazing
B	03/06/11	Revised screen, more shopfront glazing
C	28/06/11	Revised screen, more shopfront glazing
D	19/06/11	North-West Elevation revised to show
E	07/06/11	Revisions to line with plans
F	03/06/11	Revisions to line with plans
G	03/06/11	Revisions to line with plans
H	23/06/11	Revisions to line with plans
I	03/06/11	Revisions to line with plans
J	03/06/11	Revisions to line with plans
K	03/06/11	Revisions to line with plans
L	03/06/11	Revisions to line with plans



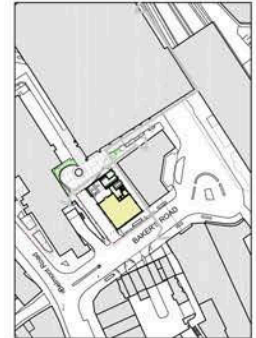
**South East Elevation**

- Materials Key
- 1 Brickwork to match adjacent Travelodge building
  - 2 Light grey aluminium (PVC) shopfronts protected with (PVC) perforated roller shutters
  - 3 Cream Render to match Travelodge building
  - 4 Aluminium (PVC) cladding system
  - 5 Aluminium (PVC) cladding system
  - 6 Light grey painted steel frame and laboratory fascia
  - 7 Ground floor glazing
  - 8 Stainless steel handrail
  - 9 Galvanneal steel mesh panelled screen



**North East Elevation**

- Materials Key
- 1 Brickwork to match adjacent Travelodge building
  - 2 Light grey aluminium (PVC) shopfronts protected with (PVC) perforated roller shutters
  - 3 Cream Render to match Travelodge building
  - 4 Aluminium (PVC) cladding system
  - 5 Aluminium (PVC) cladding system
  - 6 Light grey painted steel frame and laboratory fascia
  - 7 Ground floor glazing
  - 8 Stainless steel handrail
  - 9 Galvanneal steel mesh panelled screen



**Stanford Eatwell & Associates**  
 ARCHITECTS

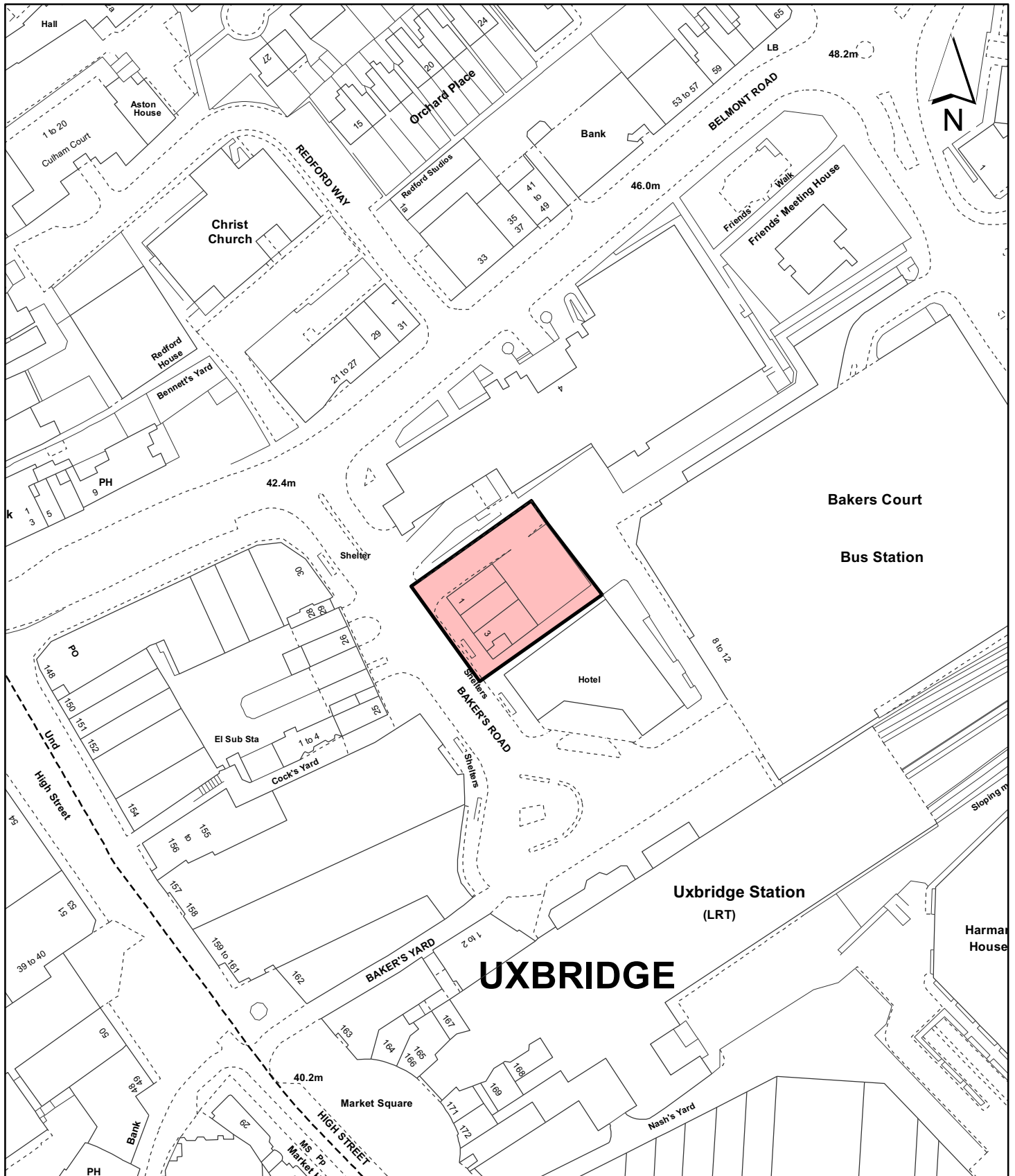
The Company: Stanwell Buildings 1, Newnham Close, L24 9JH  
 Tel: 01208 843 589  
 Fax: 01208 843 590  
 E: info@stanford-eatwell.co.uk

Project: Bakers Road, Uxbridge  
 S2

Elevations Sheet 2

Scale: 1:200  
 Date: May 2011  
 Drawing No: 1222-131





# UXBRIDGE

### Notes

 Site boundary

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Site Address

**Norwich Union House  
1 - 3 Bakers Road  
Uxbridge**

Planning Application Ref:

**8218/APP/2011/1853**

Planning Committee

**Central and South**

Scale

**1:1,250**

Date

**November  
2012**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



**HILLINGDON**  
LONDON

### **Report of the Head of Planning & Enforcement Services**

**Address** HERMITAGE PRIMARY SCHOOL BELMONT ROAD UXBRIDGE

**Development:** Demolition of school and former caretaker's house to allow for the comprehensive redevelopment of the site to provide a new school, Multi Use Games Area (MUGA), car parking, landscaping and associated development.

**LBH Ref Nos:** 3345/APP/2012/2036

**Date Plans Received:** 20/08/2012

**Date(s) of Amendment(s):** 06/09/2012

**Date Application Valid:** 06/09/2012

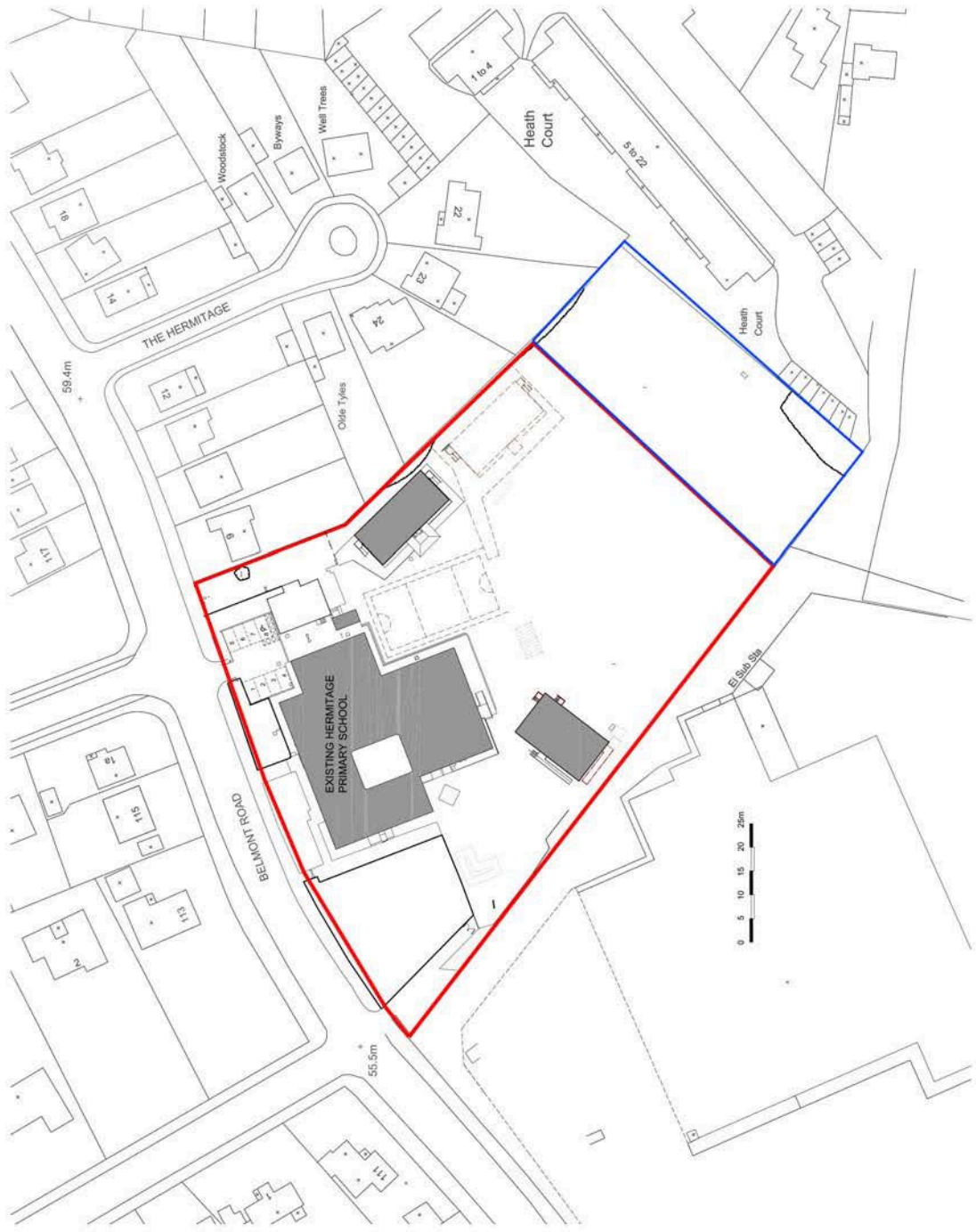


KEY PLAN



Legend

- Proposed developed area  
8800 m<sup>2</sup>
- Land in ownership of the School  
2160 m<sup>2</sup>
- Total site area  
10960 m<sup>2</sup>
- planning application submitted for  
the construction of temporary mobile  
classroom







- Legend**
- Grass area
  - Pitches/playing field
  - Existing buildings
  - Existing Fencing & gate
  - Existing trees
  - Tree roof protection
  - Proposed developed area  
8800 m<sup>2</sup>
  - Land in ownership of the School  
2160 m<sup>2</sup>
  - Total site area  
10960 m<sup>2</sup>
  - Pedestrian access
  - Vehicular access

Planning application submitted for the construction of temporary mobile classroom.



New Sainsbury's development planning consent has been granted









KEY PLAN



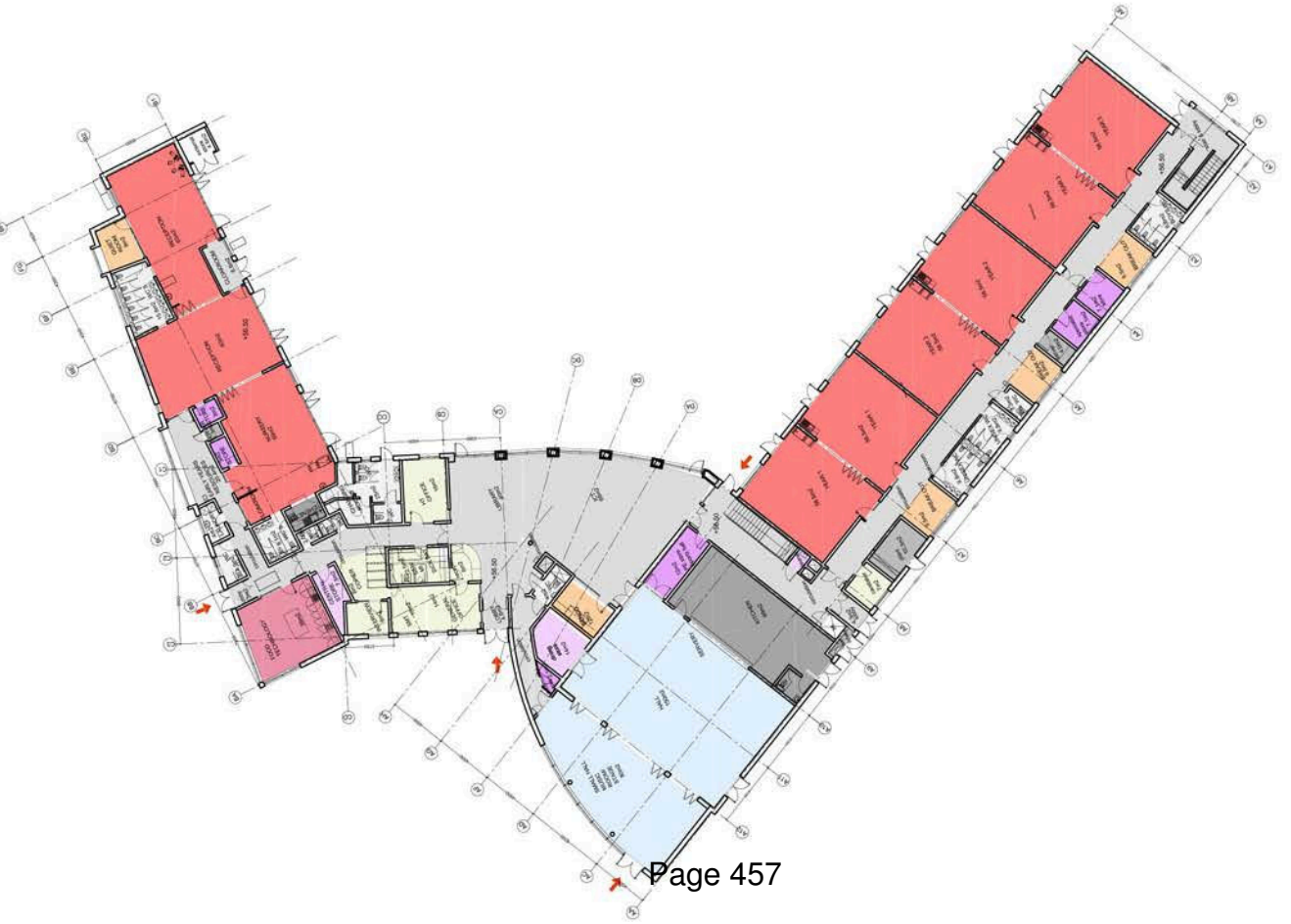
- BB99 Not Areas**
- Basic Teaching - Not Area
  - Specialist Teaching - Not Area
  - Halls - Not Area
  - Non-teaching Storage - Not Area
  - Teaching Storage - Not Area
- BB99 Non-not Areas**
- WCs & Hygiene - Not Area
  - Corridors - Not Area
  - Staircases - Not Area
  - Plant Rooms - Not Area
  - Storage - Not Area
  - Other - Not Area



<b>mace</b>	
Mace Group 100, Cannon Street, London, EC4A 3DF Tel: 020 7425 5000 www.mace.com	
<b>HILLINGDON</b> SCHOOL	
HILLINGDON PRIMARY SCHOOL HERITAGE EXPANSION PROGRAMME NEW 9/11 PRIMARY SCHOOL PROPOSED FLOOR PLANS	
DATE: 14/05/2011	SCALE: 1:200 (B.L.)
<b>8225 A 111 G</b>	



FIRST FLOOR PLAN

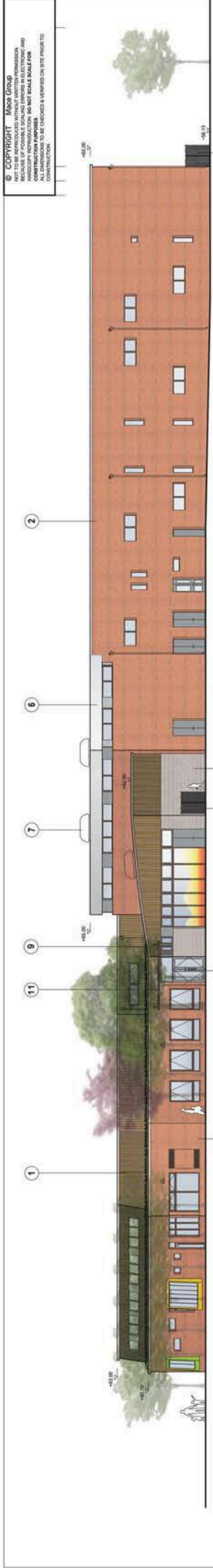


GROUND FLOOR PLAN



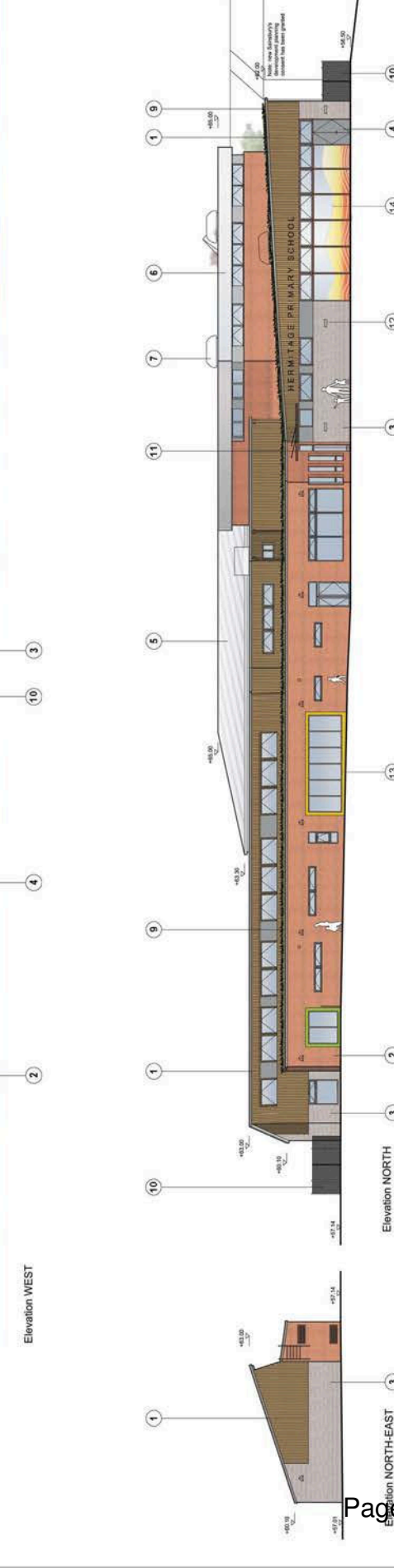


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 CONSTRUCTION

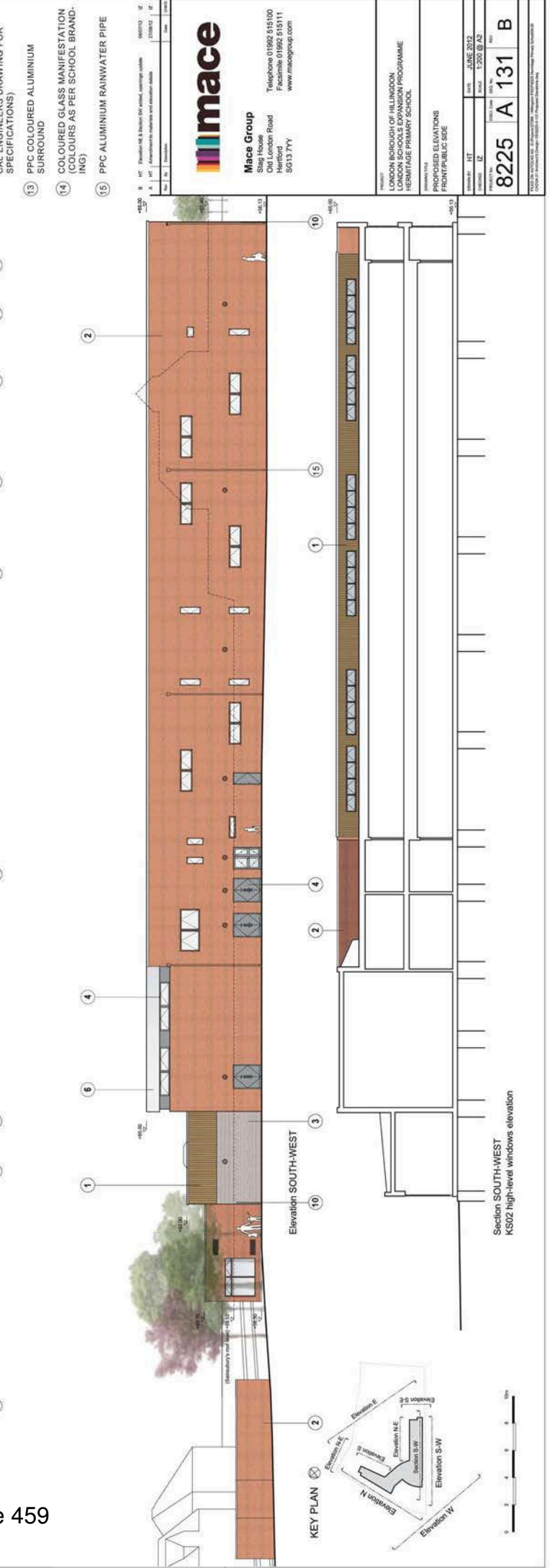


Elevation WEST

- MATERIALS KEY**
- 1 TIMBER CLADDING - GREEN OAK WITH MAT CLEAR VARNISH
  - 2 FACING BRICK - COUNTY RED
  - 3 SPLIT FACE BLOCK - CREAM COLOUR
  - 4 ALUMINIUM DOORS & WINDOWS
  - 5 WEATHERED ALUMINIUM STANDING SEAM ROOF
  - 6 ALUMINIUM COPPING
  - 7 GALVANIZED STEEL VENTILATION TERMINAL
  - 8 PV PANELS
  - 9 SEDUM ROOF
  - 10 FENCE RECTANGULAR PATTERN GRATING - GALVANISED FINISH
  - 11 SUSPENDED GLASS CANOPY
  - 12 WALL-MOUNT (REFER TO ELECTRICAL ENGINEERS DRAWING FOR SPECIFICATIONS)
  - 13 PPC COLOURED ALUMINIUM SURROUND
  - 14 COLOURED GLASS MANIFESTATION (COLOURS AS PER SCHOOL BRANDING)
  - 15 PPC ALUMINIUM RAINWATER PIPE

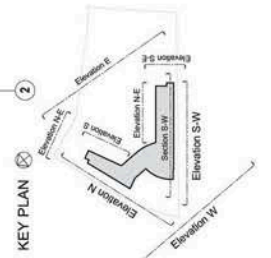


Elevation NORTH



Elevation SOUTH-WEST

Section SOUTH-WEST  
 KS02 high-level windows elevation

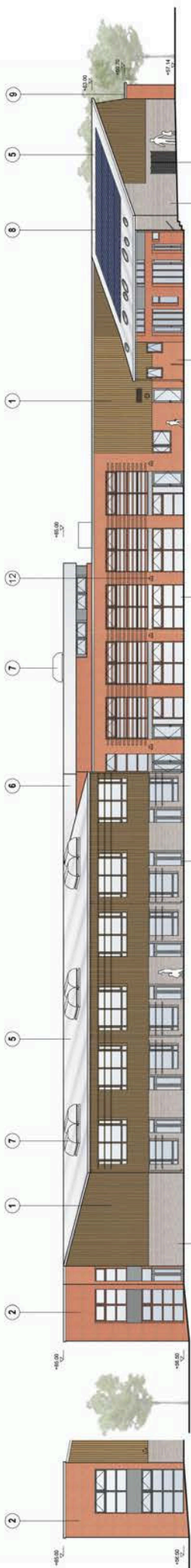


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PROJECT		LONDON BOROUGH OF HILLINGDON LONDON SCHOOLS EXPANSION PROGRAMME HERMITAGE PRIMARY SCHOOL	
PROPOSED ELEVATIONS		FRONT/PUBLIC SIDE	
DATE	11T	DATE	JUNE 2012
SCALE	1:200 @ A3	SCALE	1:200 @ A3
PROJECT NO.	8225	REV	B
DRAWN BY		CHECKED BY	
DESIGNED BY		APPROVED BY	



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Elevation SOUTH-EAST

Elevation EAST

Elevation NORTH-EAST

Elevation SOUTH

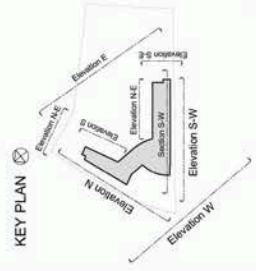
**MATERIALS KEY**

- 1 TIMBER CLADDING - GREEN OAK WITH MAT CLEAR VARNISH
- 2 FACING BRICK - COUNTY RED
- 3 SPLIT FACE BLOCK - CREAM COLOUR
- 4 ALUMINIUM DOORS & WINDOWS WEATHERED ALUMINIUM STANDING SEAM ROOF
- 5 ALUMINIUM COPPING
- 6 GALVANIZED STEEL VENTILATION TERMINAL
- 7 PV PANELS
- 8 SEDUM ROOF
- 9 FENCE RECTANGULAR PATTERN GRATING - GALVANISED FINISH
- 10 SUSPENDED GLASS CANOPY (REFER TO ELECTRICAL ENGINEERS DRAWING FOR SPECIFICATIONS)
- 11 WALL-MOUNTED LIGHT
- 12

1:1	Elevation 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th	2400x1200	A3
1:1	Architectural to materials and construction details	2700x1800	A3

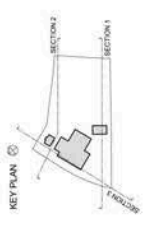
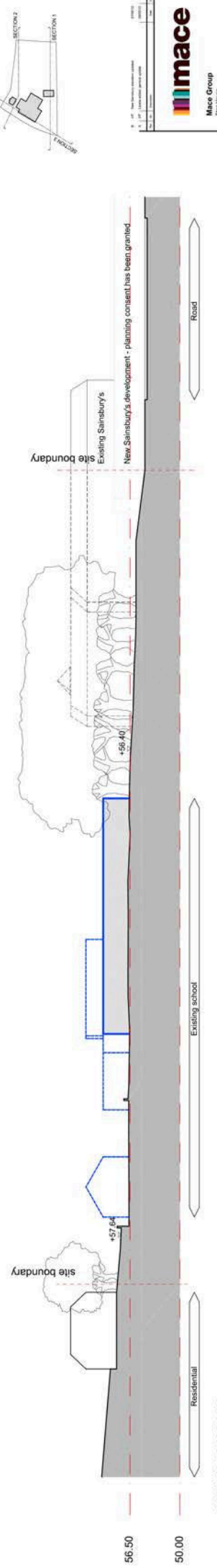
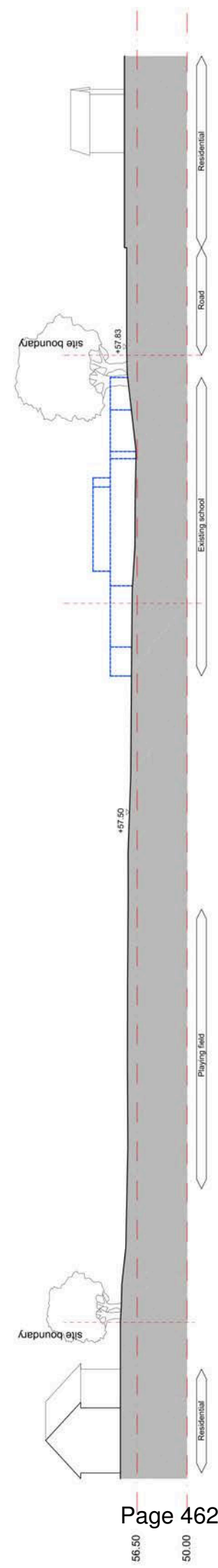
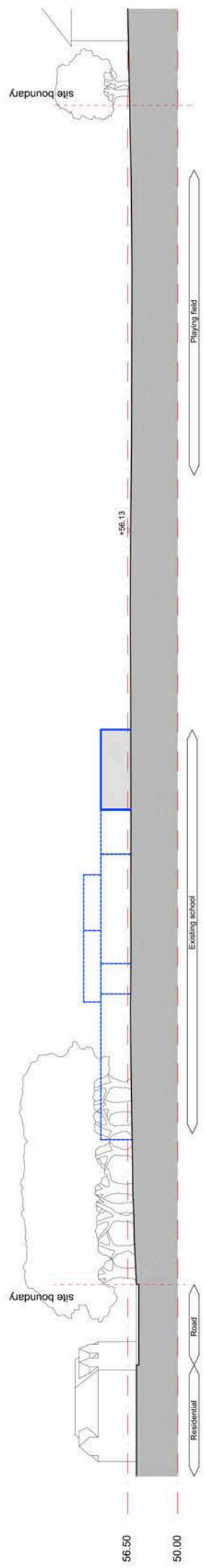


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PROJECT	LONDON BOROUGH OF HILLINGDON LONDON SCHOOLS EXPANSION PROGRAMME HERITAGE PRIMARY SCHOOL		
DATE	JUNE 2012		
SCALE	1:200 @ A3		
PROJECT NO.	8225	REV.	B
DRAWING NO.	A 130	PROPOSED ELEVATIONS REAR/PRIVATE SIDE	





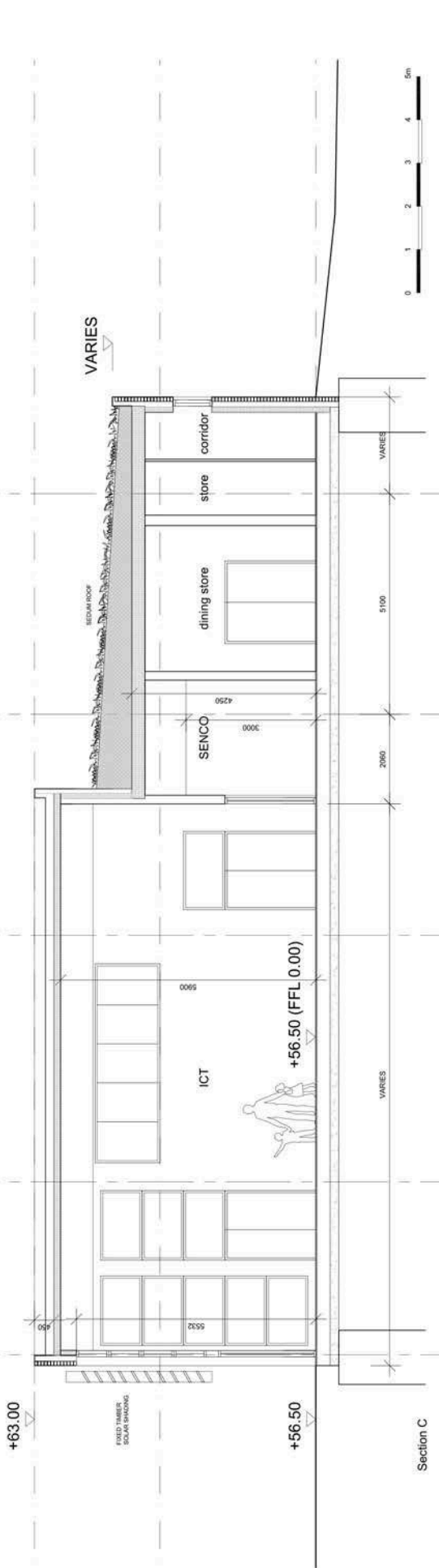
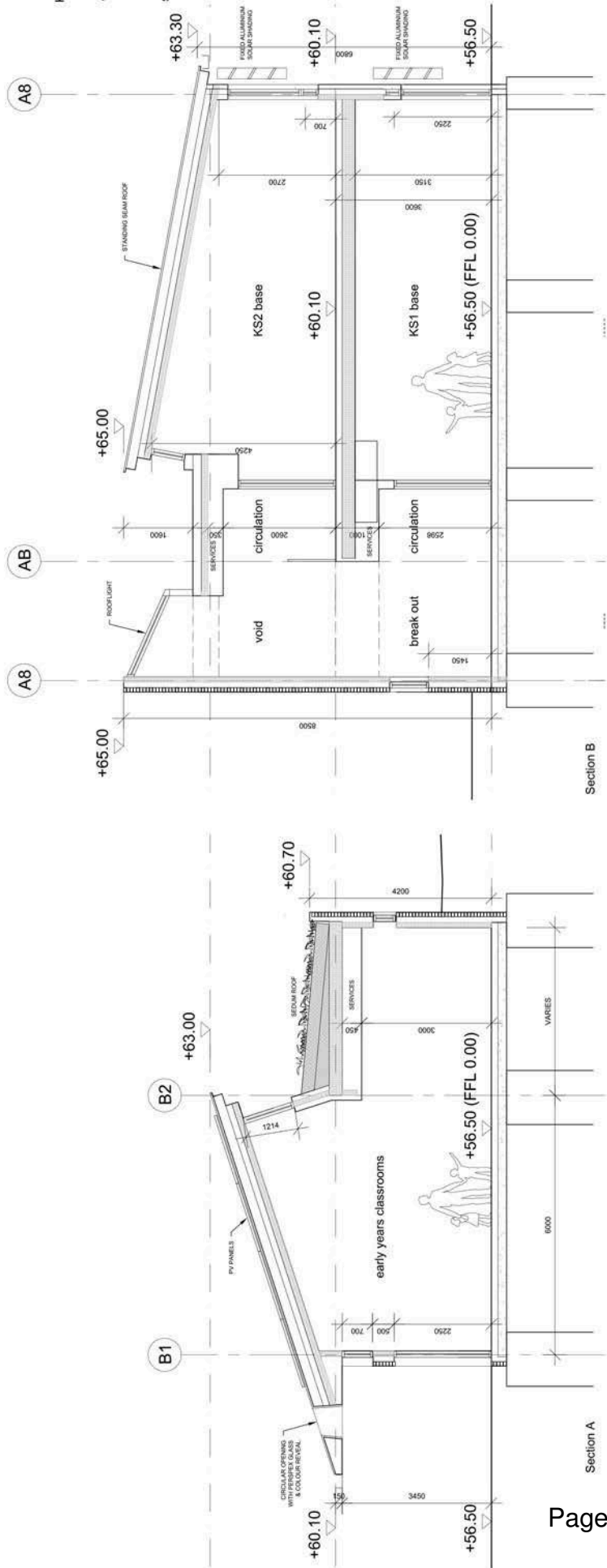
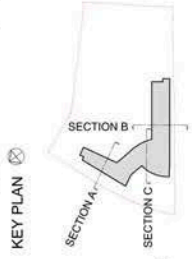
**imace**  
 Mace Group  
 Telephone: 01902 515100  
 One Leamore Road  
 Birmingham B36 8JY  
 UNITED KINGDOM

**HILLINGDON**  
 LOCAL AUTHORITY  
 PRIMARY SCHOOLS EXPANSION PROGRAMME  
 HEMPHILL PRIMARY SCHOOL  
 EXISTING SITE SECTIONS

DATE: 12/05/2011  
 DRAWN BY: J. B. B. / J. B. B.  
 CHECKED BY: J. B. B. / J. B. B.  
 PROJECT NO: 8225 A 105 B





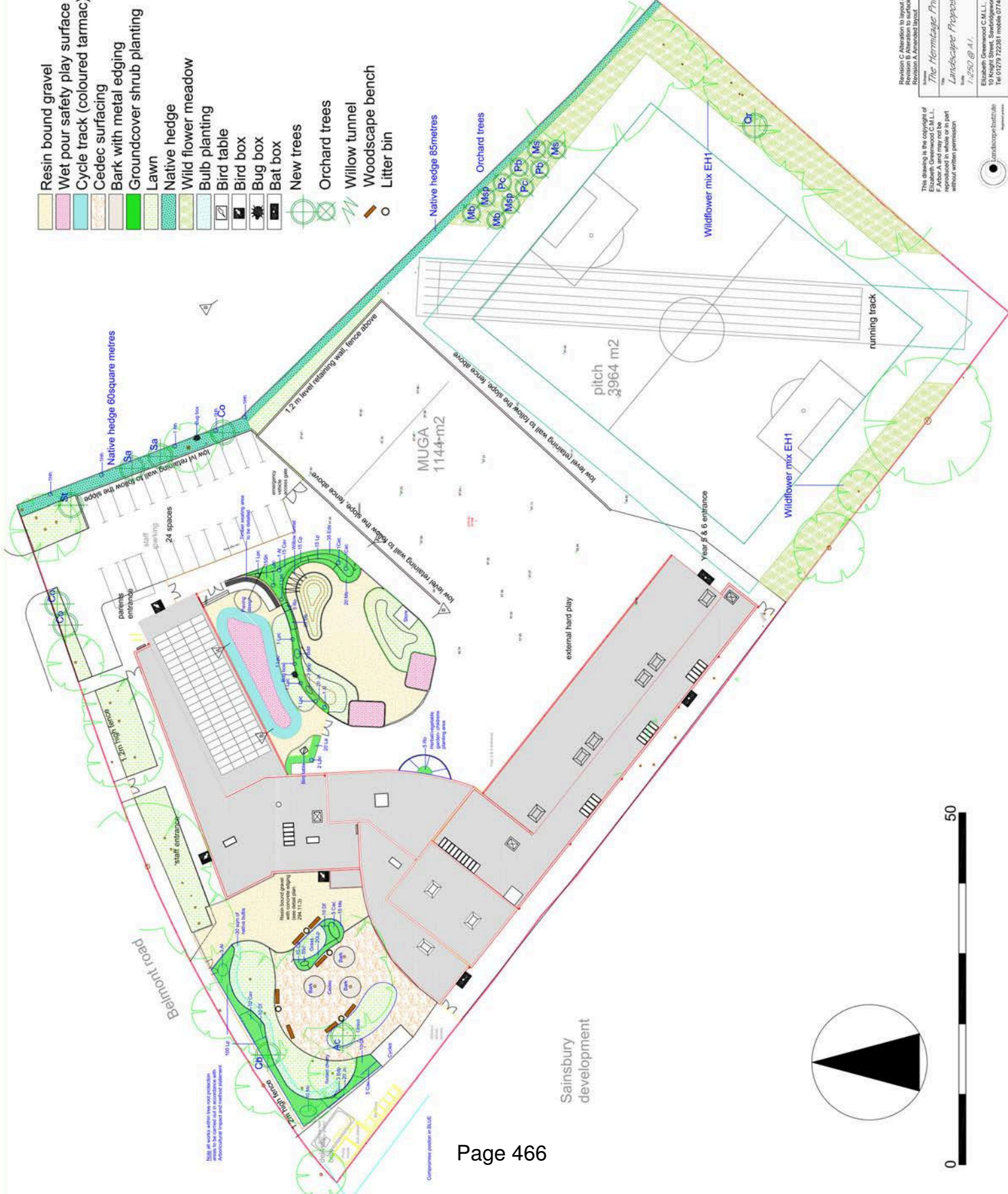






PLANT LIST			
Number of native plants 2", Nurseries of native plants 15, total number 31 and a wildflower mix with 15 wildflowers and 6 native grasses			
Key	Species	Size of container	Plant size / Number of wildflowers
AC	Acacia catenata	15-18cm	1 N
CB	Carotus bacula	15-18cm	1 N
CR	Coronilla varia	15-18cm	1 N
OR	Orchard trees	15-18cm	1 N
SB	Salix repens	15-18cm	1 N
WT	Wildflower mix	15-18cm	1 N
<b>TOTAL 9</b>			
Orchard trees			
Key	Species	Size of container	Plant size / Number of wildflowers
MB	Malus baccata	15-18cm	2 W
MS	Malus sibirica	15-18cm	2 W
PC	Prunella coccinea	15-18cm	2 W
PS	Prunella sibirica	15-18cm	2 W
<b>TOTAL 8</b>			
Wildflower mix 1			
Key	Species	Size of container	Plant size / Number of wildflowers
1	1	15-18cm	1 N
2	2	15-18cm	2 N
3	3	15-18cm	3 N
4	4	15-18cm	4 N
5	5	15-18cm	5 N
6	6	15-18cm	6 N
7	7	15-18cm	7 N
8	8	15-18cm	8 N
9	9	15-18cm	9 N
10	10	15-18cm	10 N
11	11	15-18cm	11 N
12	12	15-18cm	12 N
13	13	15-18cm	13 N
14	14	15-18cm	14 N
15	15	15-18cm	15 N
16	16	15-18cm	16 N
17	17	15-18cm	17 N
18	18	15-18cm	18 N
19	19	15-18cm	19 N
20	20	15-18cm	20 N
21	21	15-18cm	21 N
22	22	15-18cm	22 N
23	23	15-18cm	23 N
24	24	15-18cm	24 N
25	25	15-18cm	25 N
26	26	15-18cm	26 N
27	27	15-18cm	27 N
28	28	15-18cm	28 N
29	29	15-18cm	29 N
30	30	15-18cm	30 N
31	31	15-18cm	31 N
32	32	15-18cm	32 N
33	33	15-18cm	33 N
34	34	15-18cm	34 N
35	35	15-18cm	35 N
36	36	15-18cm	36 N
37	37	15-18cm	37 N
38	38	15-18cm	38 N
39	39	15-18cm	39 N
40	40	15-18cm	40 N
41	41	15-18cm	41 N
42	42	15-18cm	42 N
43	43	15-18cm	43 N
44	44	15-18cm	44 N
45	45	15-18cm	45 N
46	46	15-18cm	46 N
47	47	15-18cm	47 N
48	48	15-18cm	48 N
49	49	15-18cm	49 N
50	50	15-18cm	50 N
51	51	15-18cm	51 N
52	52	15-18cm	52 N
53	53	15-18cm	53 N
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68	68	15-18cm	68 N
69	69	15-18cm	69 N
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71	71	15-18cm	71 N
72	72	15-18cm	72 N
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74	74	15-18cm	74 N
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76	76	15-18cm	76 N
77	77	15-18cm	77 N
78	78	15-18cm	78 N
79	79	15-18cm	79 N
80	80	15-18cm	80 N
81	81	15-18cm	81 N
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83	83	15-18cm	83 N
84	84	15-18cm	84 N
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92	92	15-18cm	92 N
93	93	15-18cm	93 N
94	94	15-18cm	94 N
95	95	15-18cm	95 N
96	96	15-18cm	96 N
97	97	15-18cm	97 N
98	98	15-18cm	98 N
99	99	15-18cm	99 N
100	100	15-18cm	100 N

- Resin bound gravel
- Wet pour safety play surface
- Cycle track (coloured tarmac)
- Cedec surfacing
- Bark with metal edging
- Groundcover shrub planting
- Lawn
- Native hedge
- Wild flower meadow
- Bulb planting
- Bird table
- Bird box
- Bug box
- Bat box
- New trees
- Orchard trees
- Willow tunnel
- Woodscape bench
- Litter bin



3 August 2012  
 24 July 2012  
 20 July 2012

Revision C Alteration to layout and planting  
 Revision B Alteration to surfacing and layout  
 Revision A Amended layout

The Hermitage Primary School, Uxbridge  
 Landscape Proposals

1:250 @ A1

Elizabeth Greenwood C.M.L.I., F.A.O.R.A.  
 10 Knight Street, Sandridge, Herts, MK21 1AT.  
 Tel 01727 722381 mobile 07748987432, email lizgreenwood@yahoo.co.uk





Resin bound gravel



Wet pour rubber surface



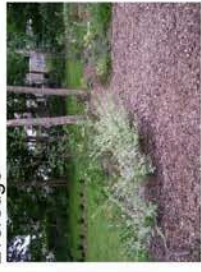
Coloured tarmac



Bench by Woodscape

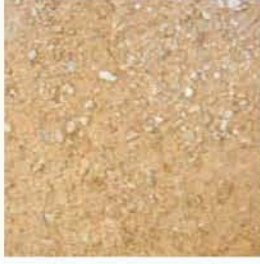


Everedge

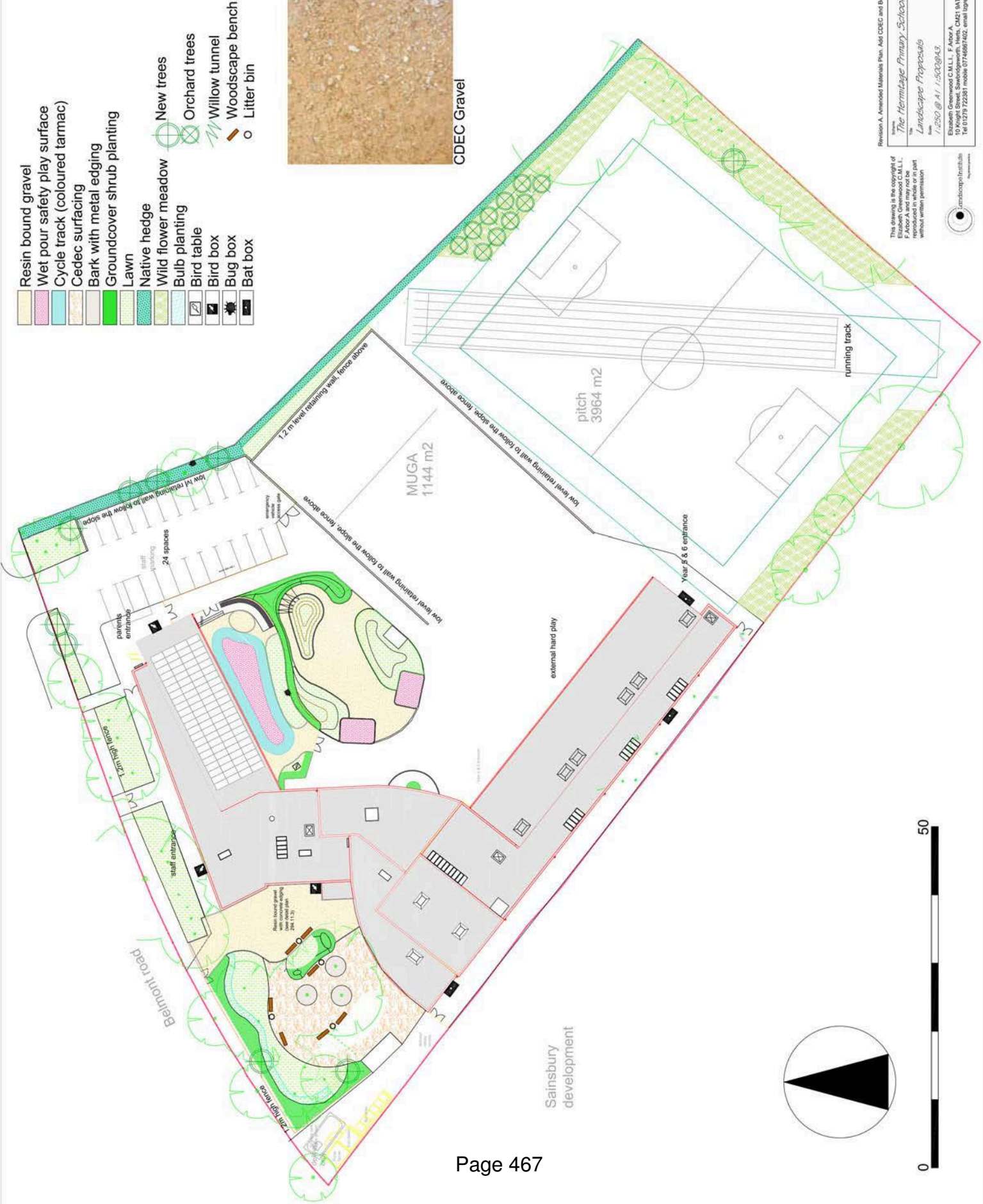


Bark Mulch

- Resin bound gravel
- Wet pour safety play surface
- Cycle track (coloured tarmac)
- Cedec surfacing
- Bark with metal edging
- Groundcover shrub planting
- Lawn
- Native hedge
- Wild flower meadow
- Bulb planting
- Bird table
- Bird box
- Bug box
- Bat box
- New trees
- Orchard trees
- Willow tunnel
- Woodscape bench
- Litter bin



CDEC Gravel



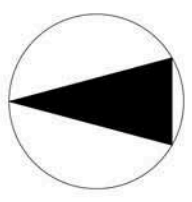
Revision A. Amended Materials Plan, Add CDEC and Bark, Remove Potholes 00026212

Date	June 2012
By	F.L.G.
For	29.4.12
Scale	1:250 @ A1 (1:500 @ A3)
Client	Elizabeth Greenwood C.M.L.L., F.A.R.A., 10 Knight Street, Sainsburytown, Herts, CM21 9AT. Tel 01279 72281 mobile 0774987402, email lgreenwood@yahoo.co.uk

Prepared by:  
The Hermitage Primary School, Uxbridge  
Landscape Proposals

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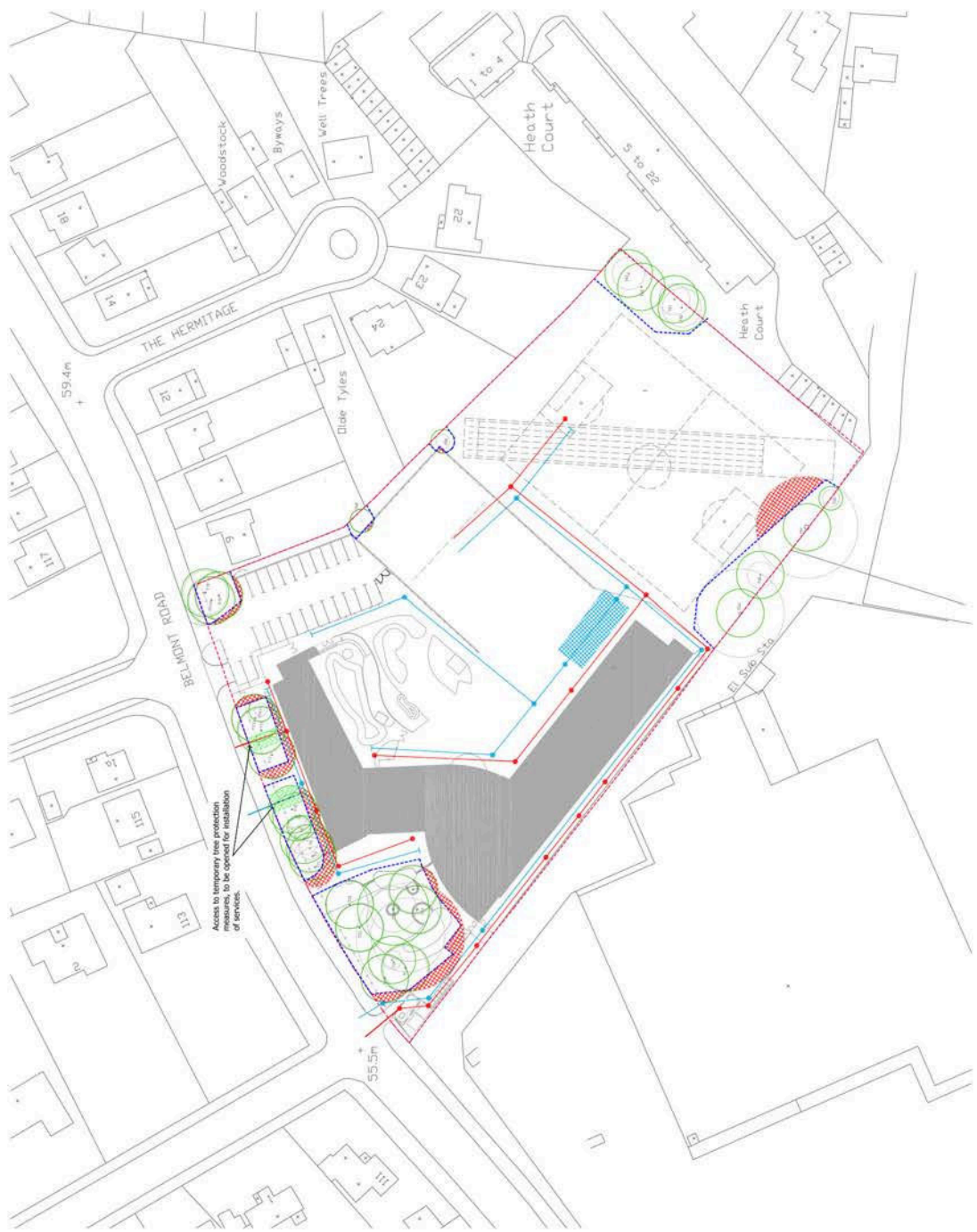
- Tree to be retained
- Category C Root Protection Area
- Tree Protection Fencing
- Ground Protection
- Temporary Tree Protection Fencing
- Temporary Ground Protection
- Proposed Storm Cell Attenuation
- Proposed Surface Drainage
- Proposed Foul Drainage

**Notes**  
 Refer to Arboricultural Impact Assessment document for Tree Protection Measures.  
 Temporary Tree protection measures to be set up whilst installing underground services.

Rev.	Date	Description
A	08/11/2017	Quoted T&E and services added






<b>Client</b>	Hick Group
<b>Project</b>	Heritage School, Belmont Road UB8 3RZ
<b>Drawing Title</b>	Tree Protection Plan
<b>Date:</b>	August 2017
<b>Scale:</b>	1:500 on A1
<b>Draw No:</b>	DB-04-12.2
<b>Rev:</b>	A



Access to temporary tree protection to be approved for installation of services.



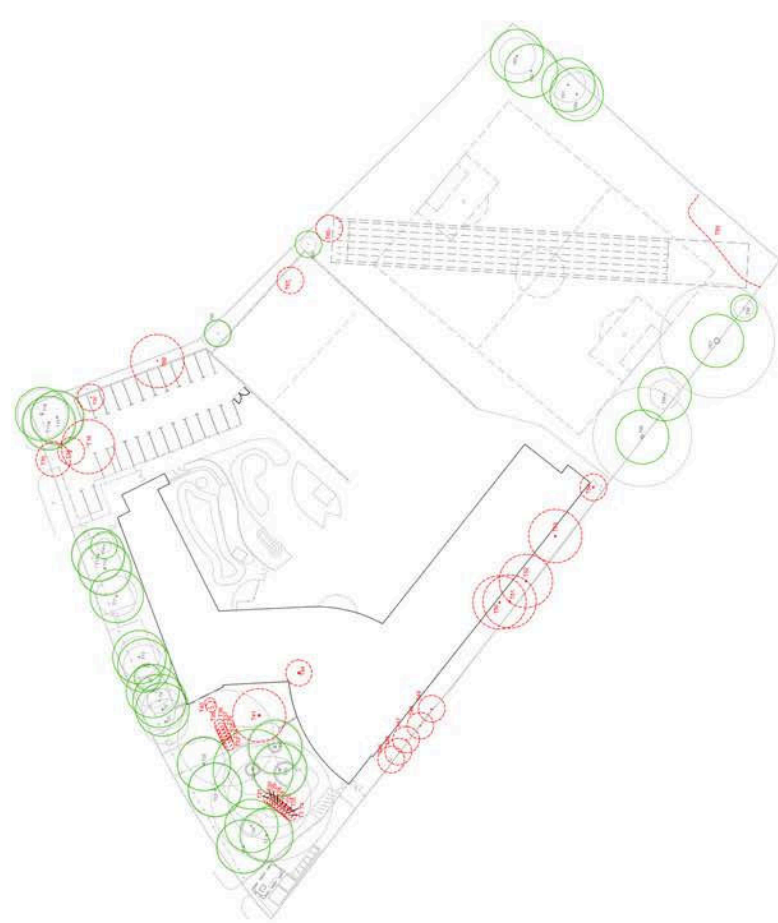
No dimensions are to be scaled from this drawing. All stated measurements are to be verified on site. The client is responsible for the accuracy of the information provided to the site surveyors and the accuracy of the site survey data.

-  Trees to be removed
-  Tree to be retained
-  Category A Root Protection Area
-  Category B Root Protection Area
-  Category C Root Protection Area

Rev.	Date	Description
A	12.2.2012	Addition of 170
B	06.11.2012	Omitted 159

<b>Client</b>	Hack Group
<b>Project</b>	Heritage School, Belmont Road UB8 1RS
<b>Drawing Title</b>	Tree Retention and Removal Plan
<b>Date:</b>	August 2012
<b>Scale:</b>	1:500 on A1
<b>Drawn:</b>	DB-04-12.1
<b>Checked:</b>	GD
<b>Drawn:</b>	DB-04-12.1
<b>Checked:</b>	B



**Trees to be Removed**

Tree Ref.	Species	Tree Category	Identified within tree report	Identified for construction purposes
171	Liriodendron	C		
172	Liriodendron	C		
173	Liriodendron	C		
174	Liriodendron	C		
175	Liriodendron	C		
176	Liriodendron	C		
177	Liriodendron	C		
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298	Liriodendron	C		
299	Liriodendron	C		
300	Liriodendron	C		



- Notes**
1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
  2. ALL WASTE BEING DRAINAGE TO BE BACKED UP TO THE MAINS IN ACCORDANCE WITH THE BUILDING REGULATIONS 2000 DRAINAGE AND WASTE DISPOSAL APPROVED DOCUMENT IN PART 3. ALL WASTE BEING DRAINAGE TO THE PUBLIC HIGHWAY TO BE INSTALLED IN ACCORDANCE WITH SEWERS FOR ADOPTION 6/17/7H EDITIONS.
  3. ALL COMPONENTS AND MATERIALS ARE TO BE INSTALLED IN ACCORDANCE WITH THE RELEVANT BRITISH STANDARDS, AND LAID AND BACKFILLED IN ACCORDANCE WITH MANUFACTURERS STANDARDS AND THE RELEVANT BRITISH STANDARDS.
  4. FOR INTERNAL DRAINAGE POSITIONS REFER TO ARCHITECT'S FLOOR PLANS.
  5. INFORMATION SUPPLY IS INVESTIGATIVE ONLY AND SUBJECT TO DETAILED TECHNICAL DESIGN.
  6. ATTENUATION AREA SHOWN BASED ON 2 LAYERS OF 160 NO STORM BLOCKS, PATTERN Laid AT 8 BLOCKS BY 20 BLOCKS SINGLE ANY SHAPE BASED ON STURM BLOCK, DIMENSIONS OF 800 x 800 x 600mm.

- Legend**
- PROPOSED PERMANENT BUILDING
  - TEMPORARY BUILDINGS
  - NEW STORM CELL ATTENUATION
  - NEW SURFACE DRAINAGE
  - NEW FOUL DRAINAGE
  - EXISTING FOUL DRAINAGE
  - EXISTING SURFACE DRAINAGE
  - WATER MAIN
  - ELECTRICITY
  - CABLE TELEVISION
  - ELECTRICITY HIGH VOLTAGE
  - BRITISH TELECOM
  - GAS
  - END OF TRACE

Rev	Date	By	Revision notes	Client Appr
DO NOT SCALE				

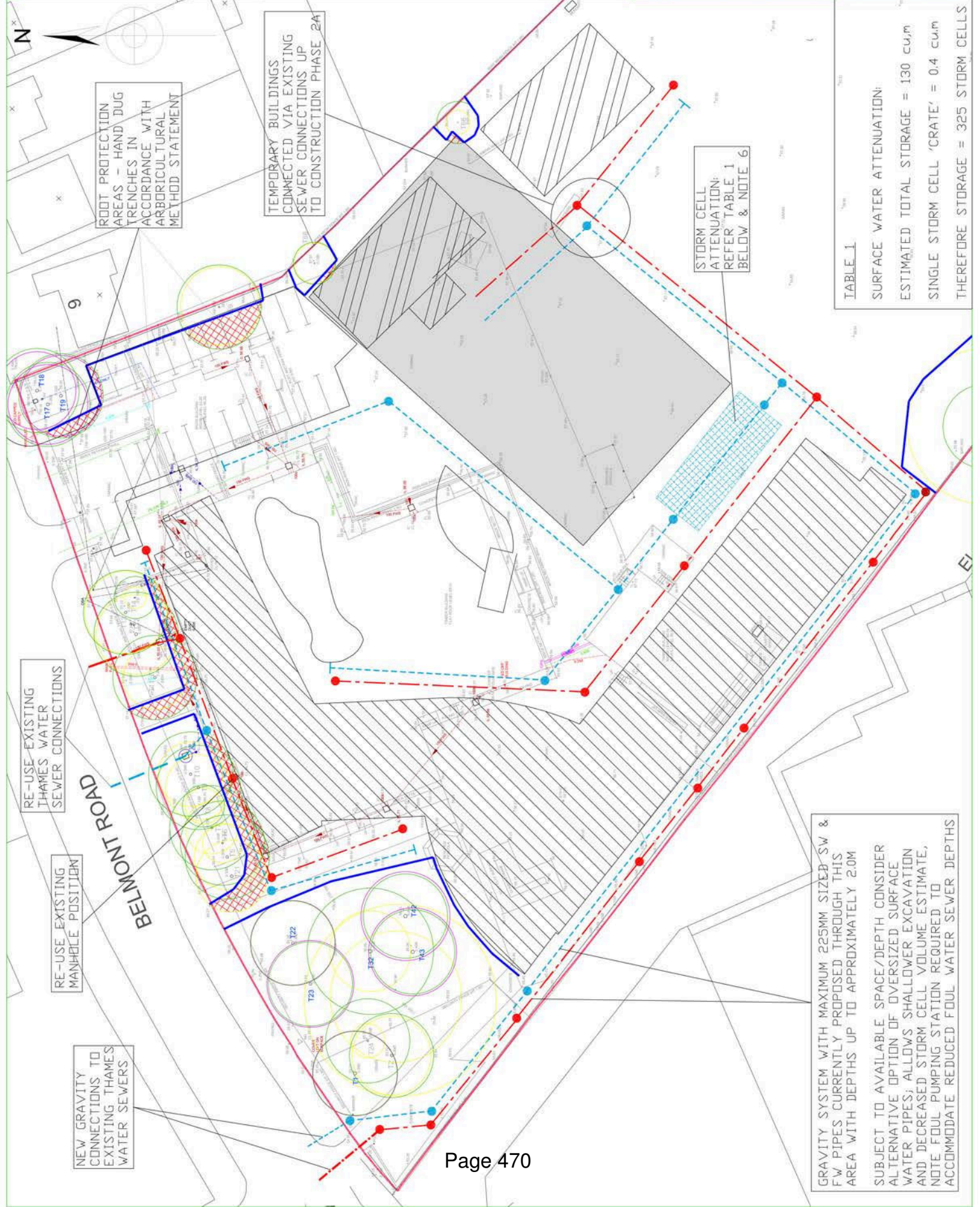
**PRELIMINARY**  
**HERMITAGE PRIMARY SCHOOL**  
**DRAINAGE LAYOUT**  
**HILLINGDON SCHOOLS**  
**PERMANENT EXPANSIONS**

**Client:** Mace Group  
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 Fax: 01992 915111  
 www.macegroup.com

**Robert West**  
 Sales Office: 1 800 390 995  
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 London SE1 1JF  
 www.robertwest.co.uk

Drawn	Checked	Approved	Scale
By: [Name]	By: [Name]	By: [Name]	
Date: 13.03.13	Date: 13.03.13	Date: 13.03.13	

Client No: 2915 | Project No: 022-400 | Drawing no: 501 | Revision: E



ROOT PROTECTION AREAS - HAND DUG TRENCHES IN ACCORDANCE WITH ARBORICULTURAL METHOD STATEMENT

TEMPORARY BUILDINGS CONNECTED VIA EXISTING SEWER CONNECTIONS UP TO CONSTRUCTION PHASE 2A

STORM CELL ATTENUATION: REFER TABLE 1 BELOW & NOTE 6

RE-USE EXISTING THAMES WATER SEWER CONNECTIONS

RE-USE EXISTING MANHOLE POSITION

NEW GRAVITY CONNECTIONS TO EXISTING THAMES WATER SEWERS

**TABLE 1**

SURFACE WATER ATTENUATION:  
 ESTIMATED TOTAL STORAGE = 130 cu.m  
 SINGLE STORM CELL 'CRATE' = 0.4 cu.m  
 THEREFORE STORAGE = 325 STORM CELLS

GRAVITY SYSTEM WITH MAXIMUM 225MM SIZED SW & FW PIPES CURRENTLY PROPOSED THROUGH THIS AREA WITH DEPTHS UP TO APPROXIMATELY 2.0M

SUBJECT TO AVAILABLE SPACE/DEPTH CONSIDER ALTERNATIVE OPTION OF OVERSIZED SURFACE WATER PIPES; ALLOWS SHALLOWER EXCAVATION AND DECREASED STORM CELL VOLUME ESTIMATE, NOTE FOUL PUMPING STATION REQUIRED TO ACCOMMODATE REDUCED FOUL WATER SEWER DEPTHS









**PHASE 1B  
BLOCK 1 CONSTRUCTION PHASE**  
 Contractor's fence and compound to be erected.  
 Existing school entrance maintained. Nursery to be relocated to the main building and swapped with Years 1 and 2.  
 Demolition of the Bungalow and construction of staff temporary car parking.



**PHASE 2A  
DECANTING PHASE**  
 All the classrooms and admin from the existing building to be decanted into the new build block and relocated mobile classroom.  
 Temporary nursery access to remain.  
 New Block 1 entrance, temporary and permanent hard play.



**PHASE 2B  
DEMOLITION PHASE**  
 Revised contractors fence line undertaken by contractor, part of the contractor's hard standing area to become temporary school play area.  
 Demolition of main school building.  
 Temporary mobiles to be maintained.



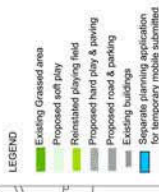
**PHASE 2C  
BLOCK 2 CONSTRUCTION**  
 Construction of Block 2 (Early Years hub, admin, ICT, Library and Main Entrance).  
 Construction of Early Years external play area.  
 Temporary mobiles to remain.  
 Temporary hard play area to remain.



**PHASE 2E  
LANDSCAPING**  
 Construction of remaining landscape.  
 Construction of MUGA.  
 Playing field to be reinstated.



Refer to AIA information for tree root protection areas  
**LEGEND**  
 Existing Grassed area  
 Proposed soft play  
 Reinstated playing field  
 Proposed hard play & paving  
 Existing buildings  
 Proposed road & parking  
 Separate planning application for temporary mobile submitted in May 2012  
 New Temporary Building  
 New Building  
 Proposed Fencing & gate  
 Existing Fencing & gate  
 Contractors Compound  
 Existing trees to be retained  
 Existing trees to be removed  
 Calculated root protection areas for A and B condition trees  
 Calculated root protection areas for C condition trees  
 School boundary  
 Removed/Demolished  
 Pedestrian access  
 Vehicular access



THE HERMITAGE  
 BEAUFORT ROAD  
 MUGA  
 New 2 storey Early Years Hub  
 New 2 storey Early Years Hub 1  
 New 2 storey Early Years Hub 2  
 New 2 storey Early Years Hub 3  
 New 2 storey Early Years Hub 4  
 New 2 storey Early Years Hub 5  
 New 2 storey Early Years Hub 6  
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Mace Group  
 Telephone 01902 515100  
 Fax 01902 515111  
 www.macegroup.com



LIBERTON ANGLICAN SCHOOL  
 NEW APE SCHOOL  
 PERMANENT EXPANSION

8225	A 155	A
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**LEGEND**

1	Asphalt Road
2	Concrete Road
3	Gravel Road
4	Grass
5	Water
6	Electricity
7	Gas
8	Water
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**LEGEND**

1	Asphalt Road
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**NOTES**

ALL LEVELS ARE IN METERS DERIVED FROM APT TRANSFORMATION CONTROL POINT 1984519.432

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POINT ID	EASTINGS	NORTHINGS	LEVEL
ST01	505917.595	184519.432	57.267
ST02	505954.379	184468.999	57.308
ST03	505883.996	184468.488	56.216

19 Warwick Street  
Rugby  
Warwickshire  
CV21 3DH

**Site Vision Surveys**  
www.sitevision.net  
Tel: 01788 575036  
Fax: 01788 575038

**Robert West**

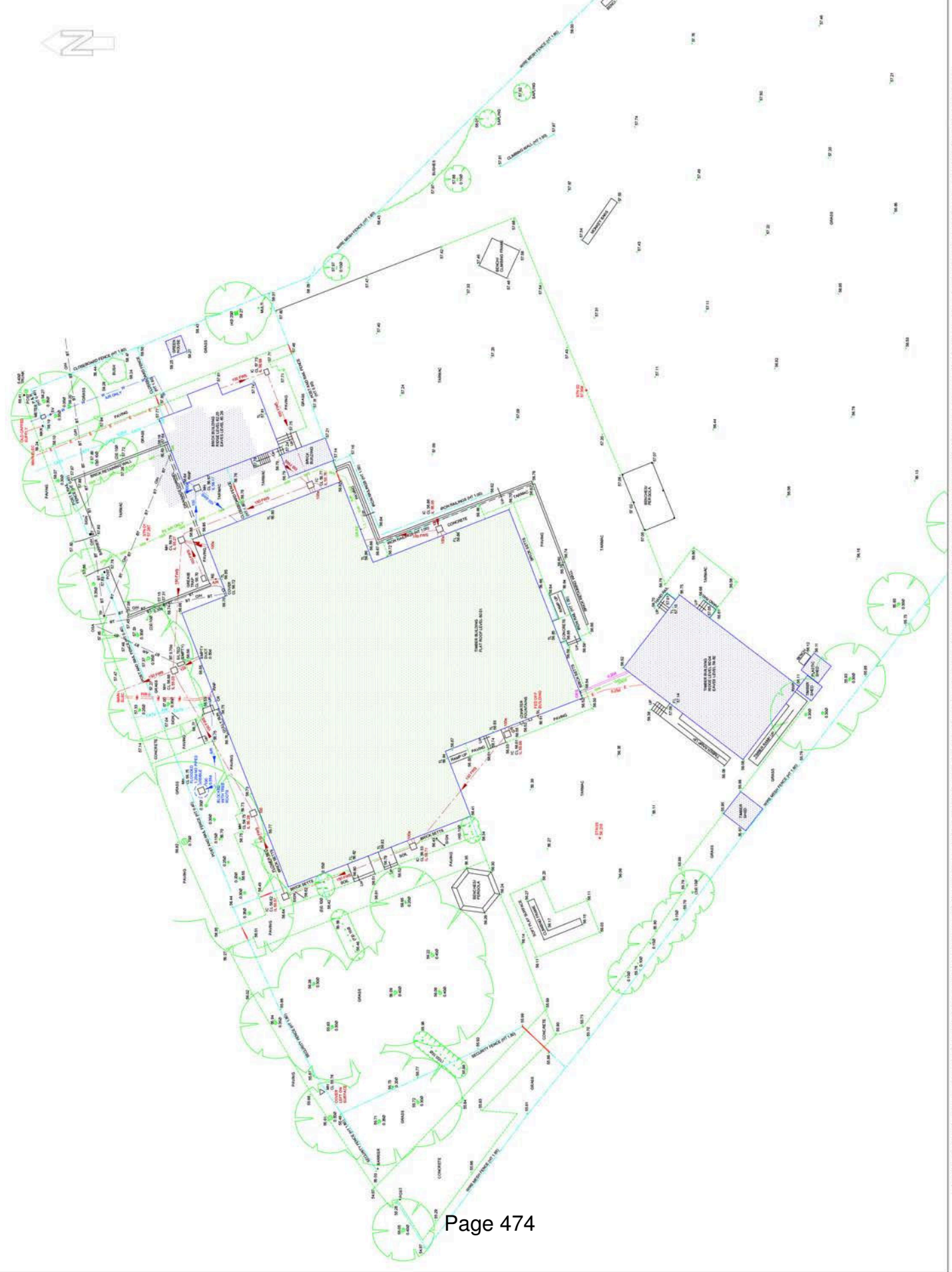
Heritage Primary School  
Belmont Road  
Uxbridge

TOPOGRAPHICAL/FULL UTILITY

DATE: 25-07-2011

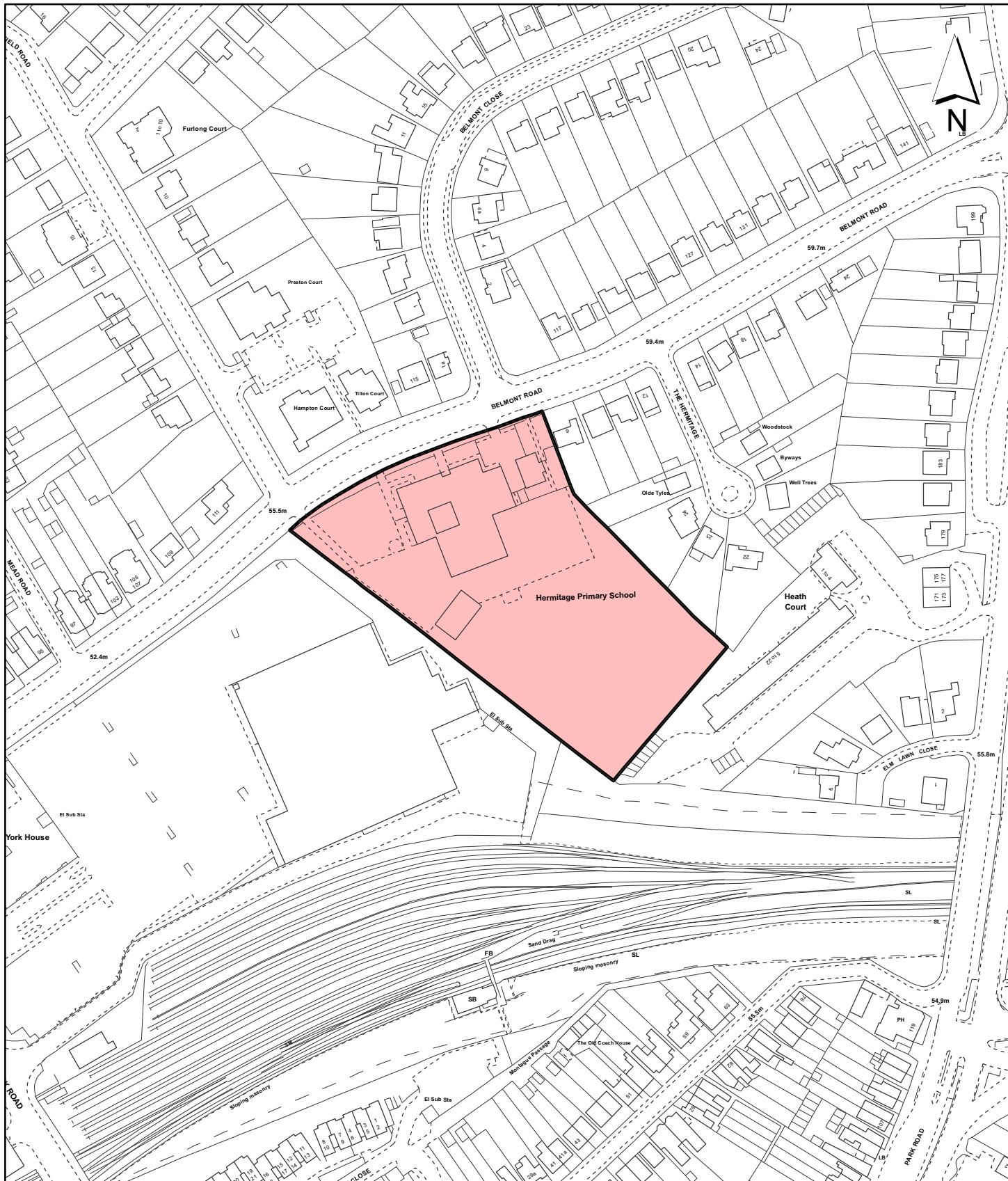
SCALE: 1:200@A1

REV: 1 OF 2




**DISCLAIMER:** The location of underground services shown on this drawing has been determined using electro-magnetic (and/or ground probing rods, where requested) techniques and visual observations. The limitations of this drawing should be realised and no guarantee can be given that all services have been identified. This drawing may not include the location of all public services that may cross the site and therefore the relevant services drawings should be obtained from the appropriate utility company and used in conjunction with this drawing. Additional services, structures or other below ground obstructions not indicated on this drawing may be present on site. Reference should be made to historical plans and as built drawings. Excavations in the vicinity of HSC47 document "avoiding dangers from underground services". Location accuracy is determined by referring to manufacturers guidelines for the systems deployed. Reference should be made to the latest version of SVS Ltd site procedures document for utility location surveys.





**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Hermitage Primary School  
 Belmont Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**3345/APP/2012/2036**

Scale  
**1:2,000**

Planning Committee  
**Central and South**

Date  
**November 2012**



**HILLINGDON**  
 LONDON



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